



HUNTINGWOOD WEST PRECINCT – BUNGARRIBEE INDUSTRIAL ESTATE

PROPOSED SECTION 75W MODIFICATIONS TO MP06_0203 AND MP08_0225

PREPARED FOR GOODMAN
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urbis

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This 75W Report has been prepared by Erin Saunders and Jacqueline Parker of Urbis Pty Ltd on behalf of Goodman.

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- The statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and
- That the information contained in the statement is neither false nor misleading.



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TABLE OF CONTENTS

1	Introduction	1
1.1	Background	1
1.1.1	Bungaribee Industrial Estate Concept Plan MP06_0203	1
1.1.2	Major Project Approval MP08_0055	2
1.1.3	Concept Plan Modification & Project AppROVAL MP08_0225 – January 2011	3
1.1.4	Modification to Project Approval MP08_0055	5
1.1.5	Project Application MP10_0140	6
1.2	Proposed Modification	7
1.3	Justification for Proposed Modification	8
2	The Site	10
2.1	Location and Context	10
2.2	Site Description	10
2.3	Site History	12
3	Consultation with Authorities	13
3.1	Blacktown City Council	13
3.2	Western Sydney Parklands Trust	14
4	Modifications to Concept Plan MP 06_0203	15
4.1	Concept Plan Modifications	15
4.1.1	Revised Site Layout	15
4.1.2	Design Control Modifications	15
4.1.3	Modification to Landscape Plan	20
4.1.4	Modifications to Conditions of Approval MP 06_0203	20
5	Modifications to Project Approval MP 08_0225	21
5.1	Project Approval	21
5.2	Proposed Project Approval Modifications	21
5.2.1	Site Layout	21
5.2.2	Subdivision	22
5.2.3	Bulk Earthworks	24
5.2.4	Erosion & Sedimentaton Control Works	24
5.2.5	Stormwater Drainage	25
5.2.6	Water Sensitive Urban Design	25
5.2.7	Traffic, Access and Parking	26
5.2.8	Landscaping and Public Domain	26
5.2.9	Developer Contributions	27
5.2.10	Modifications to Conditions of Approval	27
6	Environmental Assessment	28
6.1	Environmental Planning Instruments	28
6.1.1	Environmental Planning & Assessment Act 1979	28
6.1.2	SEPP (Major Development) 2009	29
6.1.3	SEPP (Infrastructure) 2007	30
6.1.4	SEPP (Western Sydney Parklands) 2009	30
6.1.5	SEPP 55 Remediation of Land	31
6.1.6	Blacktown LEP 1998	31
6.2	Key Issues	31
7	Conclusion	35

Appendix A	Water Sensitive Urban Design Statement.....	37
Appendix B	Traffic Statement.....	38
Appendix C	Flooding Statement.....	39

FIGURES:

Figure 1 – Site in Context	1
Figure 2 – Approved Concept Plan MP 06_0203	2
Figure 3 – Approved Subdivision Plan MP 08_0055	3
Figure 4 – Approved Project Application & Subdivision Plan MP 08_0225.....	4
Figure 5 – Amended Concept Plan MP 06_0203 (MOD1)	5
Figure 6 – Approved Subdivision Plan MP 08_0055 (MOD1)	6
Figure 7 – Geographic Extent of Modifications	7
Figure 8 – Site Location.....	10
Figure 9 – Revised Road Hierarchy	19
Figure 10 – Revised Subdivision Layout.....	19
Figure 11 – Existing Subdivision Layout.....	23
Figure 12 – Proposed Subdivision Layout	24

TABLES:

Table 1 – Lot Areas.....	2
Table 2 – Lot Areas.....	5
Table 3 – Services Existing at the Site	11
Table 4 – Blacktown Council Prelodgement Meeting Issues.....	13
Table 5 – Summary of Key Issues Raised - WSPT	14
Table 6 – Proposed Amendments to Development Design Controls.....	16
Table 7 – Existing Subdivision Layout.....	22
Table 8 – Proposed Subdivision Layout	23
Table 9 – Assessment of Key Issues.....	31

1 Introduction

This planning report has been prepared on behalf of Goodman Property Services Pty Ltd and accompanies an application made under Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act) with respect to a proposed modification to Concept Approval MP06_0203 and Major Project Approval MP08_0225. The proposed modification relates to land known as the Bungaribee Industrial Estate, shown in Figure 1.

FIGURE 1 – SITE IN CONTEXT



1.1 BACKGROUND

The former NSW Department of Planning, now NSW Department of Planning and Infrastructure (DPI) approved the Huntingwood West Concept Plan MP03_0203 in 2006 and the subsequent Project Application MP 08_0225 in 2011 for infrastructure works under Part 3A of the EP& Act. The detail of each of these approvals is set out below.

1.1.1 BUNGARIBEE INDUSTRIAL ESTATE CONCEPT PLAN MP06_0203

On 9 December 2006, the then Minister for Planning approved a Concept Plan proposed by Landcom, for the Bungaribee Industrial Estate under Part 3A of the EP&A Act.

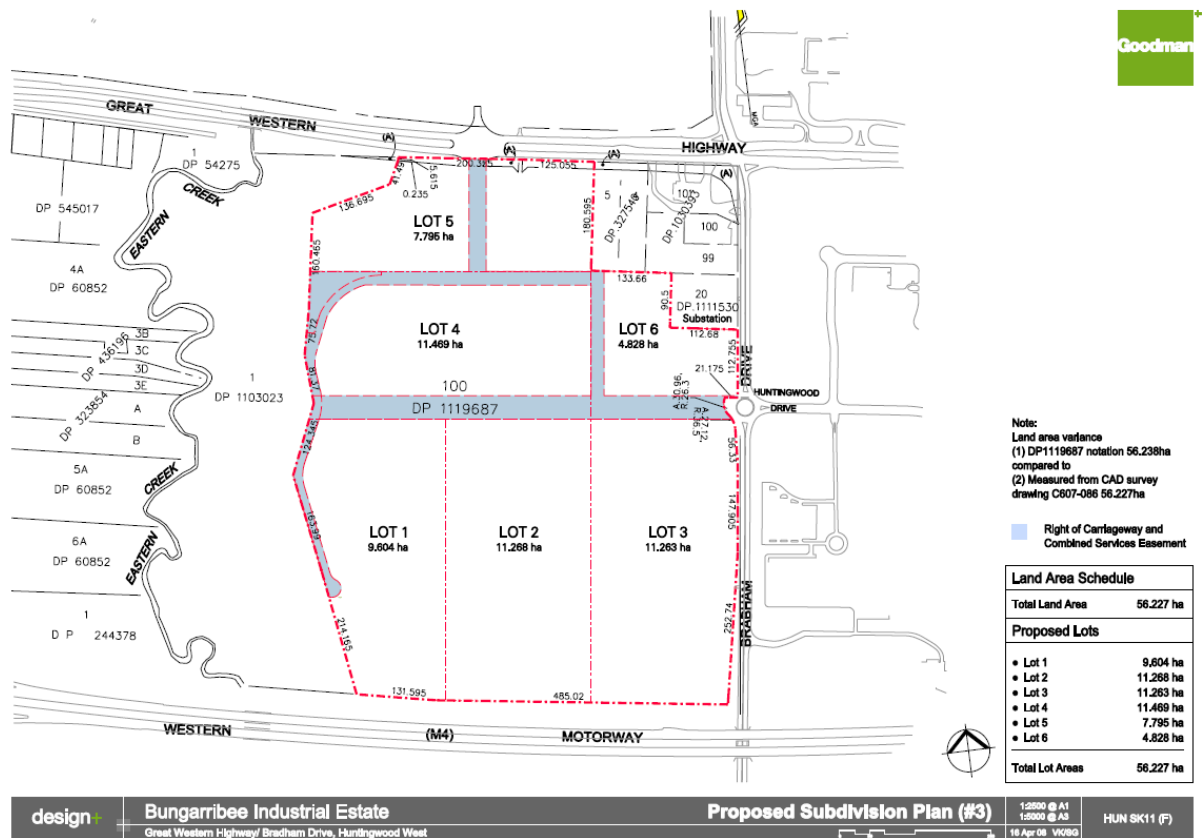
The Concept Plan approval provides for the establishment of employment lands over a 56ha site, including:

- A 47 lot subdivision for employment generating uses;
- Associated roads, services and infrastructure; and
- Public open space.

The approved Concept Plan is shown at Figure 2 below.

The approved Plan of Subdivision is shown at Figure 3 below.

FIGURE 3 – APPROVED SUBDIVISION PLAN MP 08_0055



1.1.3 CONCEPT PLAN MODIFICATION & PROJECT APPROVAL MP08_0225 – JANUARY 2011

In January 2011, the Department of Planning approved a Project Application and modifications to the original Concept Plan to enable construction of the first stage of the Bungarrabee Industrial Estate.

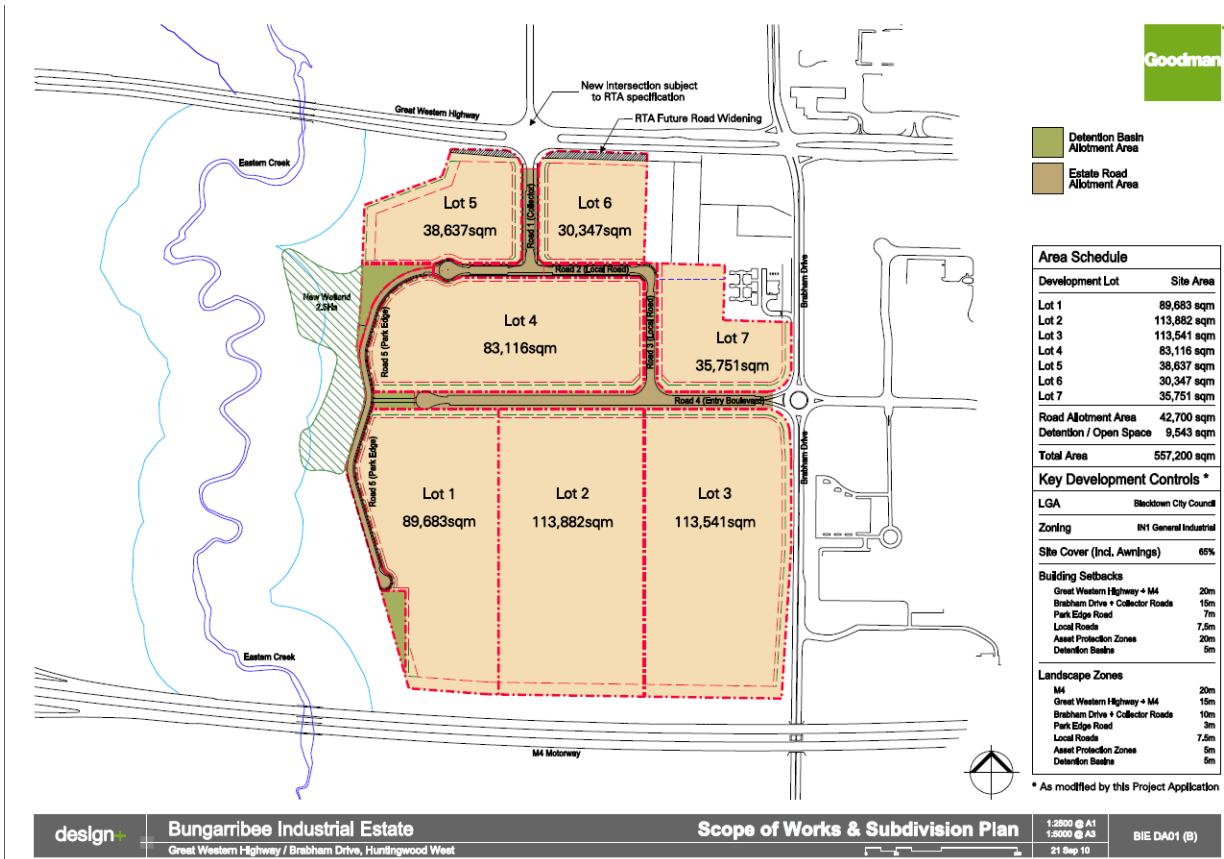
The Project Application works involved:

- Subdivision of the 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 road- Park Edge Road adjacent to Eastern Creek, in accordance with the approved Concept Plan and Statement of Commitments;
- 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;
- Internal Roads and Services – the construction of Internal Roads and Services Infrastructure to the Road 1 (Huntingwood Drive extension) and Road 5 South (Bunburra Place), Roads 2 and 3 (William Dean Street), Road 1 (Rudders Street) and Road 5 North (Bunburra Place); and

- Offsite stormwater drainage reserve within the Western Sydney Parklands.

The Project Approval scope of works and subdivision plan is shown at Figure 4 below.

FIGURE 4 – APPROVED PROJECT APPLICATION & SUBDIVISION PLAN MP 08_0225



In conjunction with the Project Application works, amendments were also approved to the Concept Plan including:

- Increased lot sizes due to a reduction in the proposed internal road reservation corridor;
- Slight variations to the internal estate road (intersections with the Great Western Highway and Brabham Drive remained unchanged);
- Slight variations to the stormwater management strategy for the estate; and
- Minor modifications to the Development Design Controls.

The Concept Plan as amended is shown at Figure 5 below.

FIGURE 5 – AMENDED CONCEPT PLAN MP 06_0203 (MOD1)



1.1.4 MODIFICATION TO PROJECT APPROVAL MP08_0055

In March 2011, the Department of Planning approved a modification to the subdivision layout approved by way of MP08_0055. The modification sought:

- Subdivision of Lot 21 into two allotments being Lot 30 and Lot 31, and
- Subdivision of Lot 4 into two allotments, being Lot 32 and 33.

The proposed modifications were facilitative only and no physical works were proposed as part of the application.

The resultant allotment sizes are detailed in Table 2 below:

TABLE 2 – LOT AREAS

LOT NUMBER	AREA
Lot 20 DP 1158955	7.40ha
Lot 30 DP1161771	11.61ha
Lot 31 DP1161771	1.86ha
Lot 3 DP1127100	11.26ha
Lot 32 DP1161771	5.15ha
Lot 33 DP1161771	6.32ha

1.2 PROPOSED MODIFICATION

Modifications to MP 06_0203 and MP 08_0225 are proposed to enable the creation of a development site of a size and configuration necessary to accommodate the development of a new warehouse/distribution facility and freight transport facility for a large freight transport facility over 18ha. The building works application will be the subject of a separate development application under Part 4 of the EP&A Act to Blacktown Council.

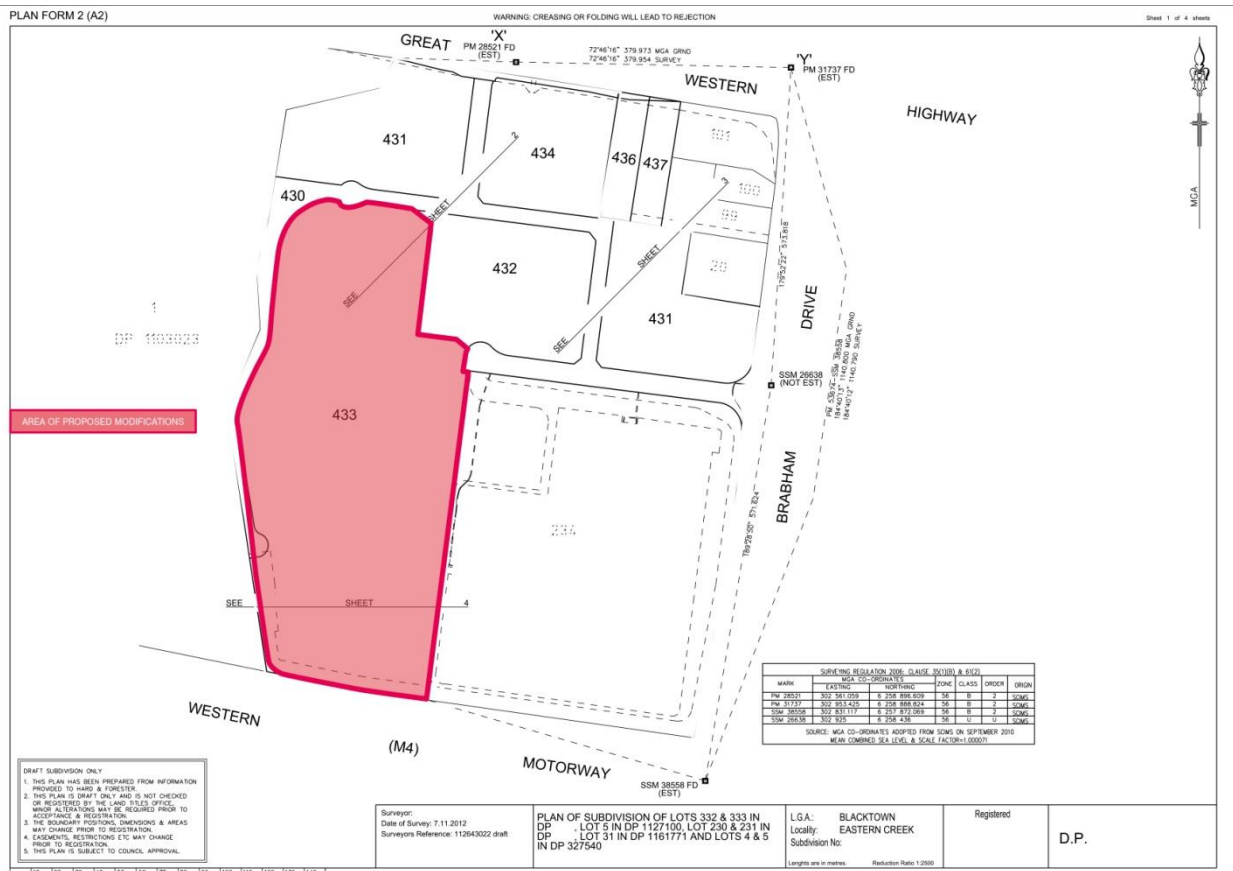
In order to provide for the future use of the site for the freight transport facility, the following amendments to the site's approvals are required:

Alterations to:

- Site layout;
- Subdivision layout;
- Bulk earthworks levels;
- Stormwater drainage;
- Landscaping; and
- Water Sensitive Urban Design (WSUD) strategy.

Accordingly, the modifications are proposed for works on land as shown highlighted on the plan at Figure 7.

FIGURE 7 – GEOGRAPHIC EXTENT OF MODIFICATIONS



Each of the proposed modifications is described and assessed in detail in Sections 5, 6 and 7 of this report and a summary of the modifications to approved plans is provided in the table below.

ISSUE	CONCEPT PLAN MODIFICATION MP 06_0203	PROJECT APPROVAL MODIFICATION MP 08_0225
Site layout	Replace Tract 'Bungarribee Industrial Estate Infrastructure Works Masterplan'. LD DA1002 REV02. 01/09/10 with Tract plan 'Bungarribee Industrial Estate Infrastructure Works Masterplan' LD 1002 Rev 02. 01/09/10	Replace Goodman 'Scope of works and Subdivision Plan' ref BIE DA01(B) with "Scope of Works and Subdivision Plan" BIE DA01 (C)
Subdivision		Replace Goodman 'Scope of works and Subdivision Plan' ref BIE DA01(B) with the Draft Plan of Subdivision entitled "Plan of Subdivision of Lots 332 & 333 in DP , Lot 5 in DP 1127100, Lot 230 & 231 in DP , Lot 31 in DP 1161771 and Lots 4 & 5 in DP 327540" dated 7.11.2012 (Surveyors Reference 112643022 draft).
Bulk Earthworks and stormwater		Replace 21-18115-DA101 Rec C Bulk Earthworks General Arrangement Plan with GHD plan 21-18115-DA101 Rev D Bulk Earthworks General Arrangement Plan and GHD Plan 21-18115-DA001 Rev D Civil Works Arrangement Plan.
Landscaping		Plans in adopted Construction Environmental Management Plan (CEMP) to be replaced with GHD Plan 21-18115-DA109RevD, DA110 RevD and DA111 Rev D (Bulk Earthworks – Sedimentation & Erosion Control Plan Sheets 1-3 of 3).
Landscaping		Replace Tract 'Bungarribee Industrial Estate Infrastructure Works Masterplan'. LD DA1002 REV02. 01/09/10 with Tract 'Bungarribee Industrial Estate Infrastructure Works Masterplan' LD-1002 Rev00 dated 6/11/12.

1.3 JUSTIFICATION FOR PROPOSED MODIFICATION

The Huntingwood West Precinct was planned and designed as a high quality employment area adopting best practice environmental planning and design standards in a parkland setting. The vision for the development of the precinct includes the following core objectives:

- To develop employment generating uses in a way that provides the best development outcome for the site.
- To provide a high quality built environment that will attract high job creation industries, and

- To offer a diverse range of lot sizes to accommodate a dynamic market.

The Concept Plan prepared and approved for the precinct was developed in the absence of knowledge about which businesses may ultimately locate there and what the specific needs of end users might be. Whilst the Concept Plan provides an important framework for the progressive development of the precinct, it is important that some flexibility is provided to allow for landowners to accommodate the specific needs of future tenants and users of the land.

The owners of the subject land, Goodman, have identified a future user for a portion of the Bungarribee Industrial Estate and wish to build a custom freight transport facility to accommodate this user. The construction of this facility for one of Australia's leading freight distributors is itself subject to a separate assessment and approvals process through Blacktown City Council, however an overview of the proposal is provided in this report for context.

The proposed development of this land for the freight transport facility is an ideal employment generating use for the site which will benefit from the accessibility advantages offered by the proximity of the precinct to major arterial roads and which will integrate well with existing surrounding development.

The facility will accommodate 550 jobs on site, consistent with the employment generating objectives of the precinct.

In order to accommodate the specific needs of the proposed operation, certain modifications are required to the existing approved Concept Plan and infrastructure works. The facility requires a large single allotment, with a single pad level which necessitates amendments to the existing site layout and site levels. The custom designed building also requires certain changes to the internal estate road network with flow on effects for stormwater drainage, water sensitive urban design (WSUD) and landscaping and public domain treatments.

The modifications proposed remain consistent with the underlying objectives and vision established under the Concept Plan and associated Design Development Controls with only minor variances to certain provisions. The amendments maintain the performance of the estate from an environmental perspective and do not result in significant additional environmental impacts.

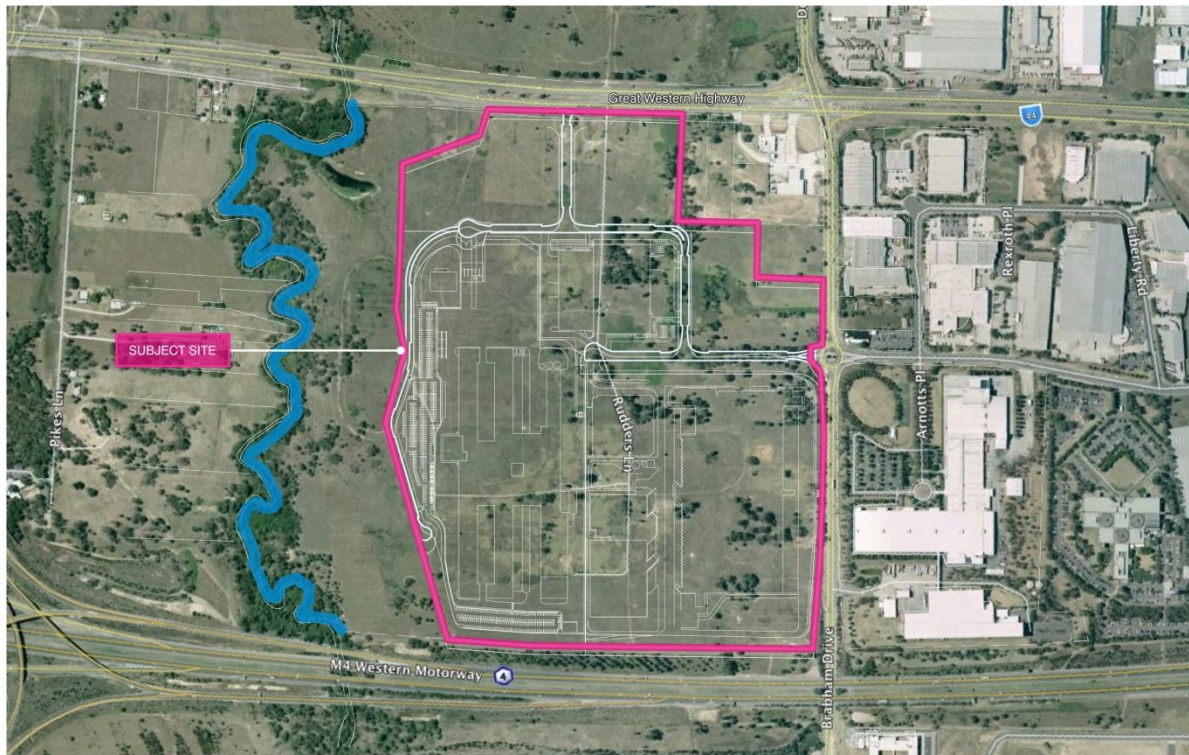
Overall, the modifications are considered to be minor and justified in the context of the broader economic benefits of the proposal.

2 The Site

2.1 LOCATION AND CONTEXT

The Huntingwood West Precinct is a 56 hectare parcel of land bounded by Eastern Creek, The Great Western Highway, Brabham Drive and the M4 Motorway (refer Figure 8). The site is located within the Blacktown Local Government Area.

FIGURE 8 – SITE LOCATION



Bungaribee Industrial Estate
HUNTINGWOOD WEST



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The site comprises partially developed industrial land adjoining the Western Sydney Parklands, a regional park of some 5,280 hectares. Surrounding development with the exception of the parklands is dominated by arterial roads and industrial land uses around Eastern Creek with some scattered low scale residences beyond.

2.2 SITE DESCRIPTION

The site is a rectangular shaped parcel with an irregular edge on the western boundary. The northern frontage to the Great Western Highway is 325m in length. The southern boundary to the M4 motorway is 616m in length. The Brabham Drive frontage is 648m and the western boundary to Eastern Creek measures 998m.

Access to the Estate is currently gained via Brabham Drive which provides connections to the Great Western Highway, the M7 Motorway and the M4 Motorway.

The site has a shallow fall westwards of approximately 17.5m between Brabham Drive and Eastern Creek. The highest point of the site has a height of approximately RL 59 AHD in the south-east corner. The lowest point of the site is in the north west and has a height of approximately RL41.5AHD.

Preliminary subsurface investigations have been undertaken on site including geotechnical and environmental assessments. These investigations indicate that the site soil predominantly consists of

shale, carbonaceous claystone, laminate and some minor coral bands. Groundwater at the site is reported at approximately 4.0-4.4m below ground level.

Services to the site were approved under MP 08_0225 as follows:

- Phase 1 Internal Roads and Services – the construction of the Phase 1 Internal Roads and Services Infrastructure to the Road 1 (Huntingwood Drive extension) and Road 5 South (Bunburra Place) was completed in December 2011.
- Phase 2 – Internal Roads and Services – the construction of Phase 2i) Internal Roads and Services Infrastructure works to Roads 2 and 3 (William Dean Street), Road 1 (Rudders Street) and Road 5 North (Bunburra Place) is currently under construction with works currently anticipated to be completed by mid- April 2013.

Services existing at the site are summarised in Table 3 below.

TABLE 3 – SERVICES EXISTING AT THE SITE

SERVICE ELEMENT	EXISTING SERVICE
Potable Water	The site is currently serviced by an existing DN150 water main which traverses to the proposed site boundary via the north site of the Huntingwood Drive extension which was built in Phase 1. Phase 2 (anticipated for completion by mid April 2013) will bring a secondary DN150mm water main to the proposed lots 430 and 443 via the Southern side of William Dean Street.
Sewer	<p>A DN375 trunk lead-in sewer traverses for a distance of some 1.5km from the north across land owned by the Western Sydney Parklands Trust (WSPT) to the North Western corner of the Bungarribee Industrial site adjacent to the Great Western Highway. It is anticipated that formal Sydney Water Construction Approval will be issued in January 2013 for detailed design of the lead in sewer.</p> <p>As part of the Phase 2 internal construction work package, a DN375 sewer is being built from the lead-in sewer GWH terminus to the proposed freight transport facility site (via the Southern side of William Dean Street). This internal sewer works component will be completed by Mid-April 2013 which is earlier than that proposed for the lead-in sewer.</p>
Power	<p>The proposed freight transport facility site is currently serviced by existing electrical conduits which traverse to the site boundary via the Northern side of the Huntingwood Drive extension (built in Phase 1).</p> <p>Phase 2, which is due to complete in mid April 2013, will bring additional electrical conduits to the proposed freight transport facility site via the Southern side of William Dean Street.</p> <p>Endeavour Energy is currently constructing a new Zone substation only 600metres from the proposed freight transport facility site on Brabham Drive. Endeavour advises that this new substation is on program and is anticipated to be commissioned early 2014. In addition Endeavour is also proposing to invest \$10.8M to establish a six kilometre 132KW electrical link between their Blacktown Transmission substation and the new Huntingwood substation. Construction of this is expected to commence in late 2012 to early 2013 and will take approximately 10months to complete.</p>
Communications	The proposed freight transport facility site is currently serviced by existing communications conduits which traverses to the site boundary via the Northern side of the Huntingwood Drive extension built in Phase 1.

SERVICE ELEMENT	EXISTING SERVICE
	Phase 2, which is due to complete in mid April 2013, will bring additional communications conduits to the proposed freight transport facility site via the Southern side of William Dean Street.
Gas	<p>The proposed freight transport facility site is currently serviced by an existing empty DN150 dia gas conduit which traverses to the new freight transport facility site boundary via the Southern side of the Huntingwood Drive extension built in Phase 1. Phase 2, which is due to complete in mid April 2013, will bring an additional empty DN150 diameter conduit to the proposed freight transport facility site via William Dean Street.</p> <p>All DN150 Gas conduits described above will be able to accommodate a new future gas lead-in main of size up to DN120 from the freight transport facility site to as far as either Brabham Drive or the Great Western Highway, as required.</p>

2.3 SITE HISTORY

Prior to its redevelopment for industrial employment generating uses, the site was predominantly used for agricultural and low density residential purposes. Agricultural land uses included market gardening and poultry farming as well as equine activities such as agistment, stabling and training.

The site has more recently been developed for industrial purposes in accordance with Major Project approvals granted by the NSW Department of Planning. The following components of the site have been constructed to date:

- Construction of part of the internal roadway system, including the westward extension of Huntingwood Drive and some of the internal connecting roads northwards through to the Great Western Highway.
- Construction of the Metcash warehouse building, car parking and hardstand. This site is currently operational.

A number of reports have also been prepared in support of development on this site, including:

- Asbestos Management Plan prepared by Douglas Partners for the NSW Department of Planning, January 2008;
- Site Audit Statement no. SA282 prepared by Christopher Jewell, 20 February 2009; and
- Salinity Assessment & Management Plan prepared by GHD for Goodman International, February 2009.

3 Consultation with Authorities

Consultation has been undertaken with a number of authorities in respect to the proposed modifications, as detailed below.

3.1 BLACKTOWN CITY COUNCIL

A formal pre-lodgement meeting was held on 7th November 2012 at Blacktown Council offices. The pre-lodgement meeting was principally related to the DA for the proposed freight transport facility; however the modifications to the existing approvals were also discussed for background and context. The key issues of relevance to the proposed modification are summarised in Table 4 below.

TABLE 4 – BLACKTOWN COUNCIL PRELODGEEMENT MEETING ISSUES

ISSUE	RESPONSE/COMMENT
<ul style="list-style-type: none"> ▪ Works undertaken on the site to date need to be understood 	<ul style="list-style-type: none"> ▪ These works include construction of Huntingwood Drive, bulk earthworks south of Huntingwood Drive, construction of Park Edge Road, construction of swale along the length of the southern site boundary, construction of wetlands. ▪ Currently completing Stage 2 of infrastructure works (including all other roads and bulk earthworks levels and road connection to the Great Western Highway). ▪ About to commence works to construct intersection with Great Western Highway. ▪ Balance of infrastructure works to be completed in the second half of 2013.
<ul style="list-style-type: none"> ▪ Stormwater management and WSUD – need to demonstrate consistency with current approval 	<ul style="list-style-type: none"> ▪ Confirm that catchments remain unchanged by proposed modification. ▪ Revised WSUD strategy meets the approved water quality targets. ▪ Comparison plan provided with Appendix A to demonstrate the distinction between Section 75W works and building DA works. Plan shows that water from each catchment is being channelled to the same areas, but by a different route.
<ul style="list-style-type: none"> ▪ Landscaping and public domain 	<ul style="list-style-type: none"> ▪ Uniform landscaping theme proposed across the site. ▪ Streetscape landscape design is unchanged from that approved under the Concept Plan. ▪ Cycle access along the Western Sydney Parklands within Park Edge Road to be retained, maintaining access from the south of the site up to and over the Great Western Highway to Parklands to the north.

3.2 WESTERN SYDNEY PARKLANDS TRUST

The Western Sydney Parklands Trust (WSPT) is a key stakeholder in the future development of the Bungarabee Industrial Estate and has therefore been formally consulted in relation to the proposed changes to the approved master plan.

A WSPT Design Review Panel (DRP) was established at the time of the sale of the land to Goodman. The panel comprises representatives of the WSPT, the Office of Strategic Lands (OSL) and industry. The Panel is required to review any development application within the Huntingwood West Precinct, including any application for the modification of an existing consent/approval. The panel is then required to provide comments to the applicant in relation to the consistency (or otherwise) of the proposal with the adopted Design Development Controls (DDC) and the design intent for the Precinct. The DRP must then provide its written concurrence that the proposal meets the design requirements and underlying intent of the DDCs prior to determination of the application.

The DRP meeting in respect of the subject modifications was held on 9 November 2012. The DRP was generally supportive of the proposal, subject to the key points summarised in Table 5 below:

TABLE 5 – SUMMARY OF KEY ISSUES RAISED - WSPT

ISSUE	DETAIL
Landscaping	<ul style="list-style-type: none"> ▪ Emphasised the need to dress up the entry to Park Edge Road and the landscaping to the western boundary to ensure that the public/private divide is clearly delineated so that the road does not present as a private tenant-only estate road. ▪ Raised issue with proposed tree planting on stormwater swale and inlet basin on southern setback. ▪ Encouraged advanced planting along Park Edge Road within the site and on the street verge with the majority of planting to be within the site. Landscape maintenance to be managed as part of the facility management of the site.
Public Domain	<ul style="list-style-type: none"> ▪ Emphasised the need to clearly delineate between the public and private domain within the site and key interfaces. ▪ Confirmed the need for external footpath on development side of Park Edge Road. ▪ Requested that perspectives along Huntingwood Drive be provided with application package.
Signage	<ul style="list-style-type: none"> ▪ Raised the need to incorporate signage for wayfinding and distinction between public and private domain to encourage public access to the parklands. ▪ WSPT to provide its 'signage strategy' to Goodman for consideration in future development proposals. ▪ Prominent tenant signage not to face the parkland to avoid confusion of public/private space
Traffic and parking	<ul style="list-style-type: none"> ▪ Traffic conditions should not deviate from original approval. ▪ Generally supportive of the onsite parking proposed as part of the freight transport facility development.

4 Modifications to Concept Plan MP 06_0203

4.1 CONCEPT PLAN MODIFICATIONS

On 9 December 2006 Concept Plan approval was granted by the Department of Planning including the following:

- Concept Plan;
- Development Design Controls; and
- Approved Statement of Commitments.

The Concept Plan was amended in 2011 to include:

- A modified site layout; and
- Amendments to the Development Design Controls.

The key elements of the Concept Plan are:

- Connection to the Great Western Highway;
- A Park Edge Road framing the western boundary of the site from the Western Sydney Parklands;
- An east-west collector road access from the existing Brabham Road roundabout, connecting though to the Park Edge Road by a shared cycleway/pedestrian path; and
- A Wetland system.

The current Section 75W seeks the following key modifications to the approved Concept Plan.

4.1.1 REVISED SITE LAYOUT

The approved site layout is proposed to be modified to enable the rationalisation of allotments and road extents to allow for the proposed freight transport facility which is subject to a separate application to Blacktown Council.

The revised site layout is shown on plan entitled “*Plan of Subdivision of Lots 332 & 333 in DP , Lot 5 in DP 1127100, Lot 230 & 231 in DP , Lot 31 in DP 1161771 and Lots 4 & 5 in DP 327540*” and shown at Figure 11 in this report. The plan proposes the following key changes:

- Reduction in length of the Huntingwood Drive roadway to the west; and
- Re-organisation of the development lots to provide an 18 ha allotment to accommodate the proposed freight transport facility (subject to separate approval by Blacktown City Council).

4.1.2 DESIGN CONTROL MODIFICATIONS

Development Design Controls for the Huntingwood West Estate were adopted as part of the Concept Plan Approval and modified as part of MP 08_0225.

In light of the rationalisation of the allotments on the site and the concurrent application for a warehouse and distribution centre / freight transport facility on part of the site, it is proposed to modify the Development Design Controls as detailed in Table 6 below.

TABLE 6 – PROPOSED AMENDMENTS TO DEVELOPMENT DESIGN CONTROLS

SECTION	PROPOSED MODIFICATION
<p>1 Introduction</p> <p>1.3 – Development Vision</p>	<p>Delete:</p> <ul style="list-style-type: none"> ▪ <i>Integrate new development within the Western Sydney Parklands and encourage visual and access links</i>
<p>3 Proposed Subdivision Plan</p> <p>3.4 – Access and Movement</p>	<p>Amend the provisions of Section 3.4.1 – Road hierarchy as follows:</p> <p><i>The proposed road hierarchy for Huntingwood West is shown in Figure 14. The road hierarchy comprises the following:</i></p> <ul style="list-style-type: none"> a) <i>Provision of two principle public road vehicular access points to the site: one each at the Great Western Highway and Brabham Drive.</i> b) <i>A street hierarchy comprising:</i> <ul style="list-style-type: none"> - <i>A north-south collector road that connects to the Great Western Highway</i> - <i>An east-west collector road that connects to Brabham Drive and features an eco-median that incorporates stormwater management — ie an eco-median road.</i> - <i>A park edge road that is for passenger vehicles and small vans only that forms the management edge to the Western Sydney Parklands.</i> - <i>Local access roads that travel north-south of the eco-median collector road.</i> - <i>Local access roads that travel east-west that connect through the site connecting Brabham Drive through to the Great Western Highway.</i> <p>Replace Figure 14 with updated figure shown at Figure 9.</p>
	<p>Amend the provisions of Section 3.4.1 – Pedestrian and cycle network as follows:</p> <p><i>The indicative pedestrian and cycle network for Huntingwood West is shown in Figure 15. Pedestrian and cycle paths form a key component of the connectivity of Huntingwood West. The key features of the network are:</i></p> <ul style="list-style-type: none"> a) <i>Provision of shared pedestrian and cycle paths within the Collector and Eco-Median road reserves throughout the estate road network and along the Park Edge Road.</i> b) <i>Accommodation of road cycle routes on the access streets.</i> c) <i>Integration of pedestrian and cycle routes on the access streets.</i> d) <i>Integration of pedestrian and cycle routes with the public domain within Huntingwood West and the Western Sydney Parklands.</i>
<p>3.5 Landscape and drainage network</p>	<p>Amend the provisions of Section 3.5 as follows:</p> <p><i>The network of landscape and drainage elements within the Concept Plan has responded to the conservation values of the land by:</i></p> <ul style="list-style-type: none"> a) <i>Locating the eco-median collector road where high quality stands of existing trees can be retained in the median.</i> b) <i>Retaining existing drainage lines for drainage, stormwater treatment and</i>

SECTION	PROPOSED MODIFICATION
	<p>conservation purposes where appropriate prior to infiltration in the Parklands.</p> <p>c) <i>Defining the edge to the western Sydney parklands by means of the Park Edge Road. It ensures a good management edge to the Parklands for stormwater and a good presentation in terms of built form. The park edge road also restricts the type of traffic that will use it, ensuring there are slow speeds and no heavy vehicles.</i></p>
<p>4 Subdivision</p> <p>4.1 – Subdivision Design</p>	<p>Amend the provisions of Section 4.1.1 – Subdivision Layout as follows:</p> <p><i>Controls</i></p> <p>a) <i>Development is to be undertaken generally in accordance with the Proposed Subdivision Plan in Figure 17.</i></p> <p>b) <i>The size and orientation of lots is to have regard to slope and other factors in order to maximise opportunities for solar access.</i></p> <p>c) <i>Minimum sized lots are to be confined to the internal local loop roads.</i></p> <p>d) <i>Larger lots are to be located on corners and fronting the Parklands, Great Western Highway, Brabham Drive and the eco-median collector road.</i></p> <p>e) <i>Where lots have a dual frontage to the Parklands, passenger vehicle and small vans only may access these lots from the park edge road and trucks must access from the rear.</i></p> <p>f) <i>20m wide vegetation buffer is to be provided to the M4 Motorway, measured from the site boundary.</i></p> <p>Replace Figure 17 within the DDC with revised Figure 17 as shown in Figure 10 below.</p>
<p>4.2 - Access and Movement</p>	<p>Amend the provisions of Section 4.2.1 – Street network as follows:</p> <p><i>The Huntingwood West Proposed Subdivision Plan indicates the location of a internal collector roads, and a park edge road and eco-median collector road. As detailed in Section 3, the provision of other local streets is subject to the subdivision configuration.</i></p> <p><i>The location and intersection configuration of the collector roads, eco-median collector and other local road loops serve as a general guide to the urban structure of the site. Detailed design and placement of these roads will need to take into consideration the drainage regime of the site and the configuration of lots to promote flexibility.</i></p> <p><i>Collector Roads</i></p> <p><i>The general principles for the Collector Road are:</i></p> <p>a) <i>The Collector Roads provides the main vehicular route for pedestrians, vehicles, cyclists and public transport.</i></p> <p>b) <i>There are two types of Collector Road. The first runs north-south and links into the intersection with the Great Western Highway. The second runs east-west and links into the intersection with Brabham Drive. The east-west collector road features a landscaped median that retains existing vegetation,</i></p>

SECTION	PROPOSED MODIFICATION
	<p>collects and treats stormwater and provides good legibility and assist way finding to the Huntingwood West subdivision. The landscaped median visually extends the green character of the Parklands into Huntingwood West.</p> <p>c) Where the Collector Roads does not incorporate an eco-median, drainage swales may be provide along one side of the Collector Road.</p> <p>d) Collector Roads form the primary frontage to lots except where they also front the Park Edge Road.</p> <p>e) All services within street reservations are to be designed and located in an integrated manner to avoid conflict with landscape and street tree planting.</p> <p>f) The Design Standards for the Collector Roads are listed in Table 1 and illustrated in Figures 21 and 22 below.</p>
<p>4.3 – Open Space and Public Domain</p>	<p>Amend the provisions of Section 4.3.1 – Landscape Treatment as follows:</p> <p><i>Controls</i></p> <p>a) <i>The landscape strategy shall be prepared prior to the linen release of the first subdivision in accordance with the Landscape Plan at Appendix A.</i></p> <p>b) <i>The Landscape Strategy shall demonstrate the following:</i></p> <ul style="list-style-type: none"> - <i>Use of endemic species from the area applicable to the situation and recommended by Council and Landcom</i> - <i>Use of tall upright street tree species to emphasise the vertical proportions of the street.</i> - <i>Selection of low water demand drought resistant vegetation for use in common landscaping areas, including native salt tolerant trees;</i> - <i>Use of mulching cover in public landscaped areas (excluding drainage corridors);</i> - <i>Use of smart irrigation systems that respond to soil moisture and climate conditions.</i> - <i>Integration with Water Sensitive Urban Design principles in the selection and application of species to detention basins, bio filtration systems and planted swales.</i> <p>c) There is to be no fencing to the boundary of the Parklands. The boundary is to be indicated by means of planting and low berms. If fencing is needed for security then it is to be located behind the main building frontage.</p>

FIGURE 9 – REVISED ROAD HIERARCHY



FIGURE 10 – REVISED SUBDIVISION LAYOUT



4.1.3 MODIFICATION TO LANDSCAPE PLAN

The site wide landscape concept was approved as part of this consent, in plan ref LD DA1002 Rev 02 “Bungarribee Industrial Estate Infrastructure Works Masterplan” prepared by Tract.

The new landscape works are shown on the proposed plans included with this application.

The proposed change in lot layout only affects the western half of Huntingwood Drive. This sees the turning head moved eastward some 250m closer to Road 3 Intersection. With this change both the light vehicle and pedestrian linkages are removed between Huntingwood Drive and the Park Edge Road. No further changes or impacts are proposed which affect the layout and nature of the public domain of the estate.

ISSUE	RESPONSE
Removal of the physical connection from Huntingwood Drive to Park Edge Road	Implications to permeability for light vehicles, pedestrians and cyclists from the east of the site. The revised design allows for access from the east to the Parklands for both users but in a less direct form through the remaining road system.
Removal to some degree of the view corridor (although this is a product of the actual lot development rather than the public domain).	View corridor is technically retained in the Concept Plan level, though will be impinged upon as a result of the building design.
Cycleway access from the north to Western Sydney Parklands	This link is maintained as originally intended with a dedicated cycleway along the western edge of the development connecting along and across the Great Western Highway to Bungarribee Parklands.
Streetscape character	The physical changes do not have implications to the overall streetscape character of the road.

The landscape design and species selection is consistent with the approved landscape concept.

4.1.4 MODIFICATIONS TO CONDITIONS OF APPROVAL MP 06_0203

It is proposed that the following conditions of the Concept Approval be modified as follows:

- Condition A2: Development in Accordance with Plans and Documentation after point (e) insert:
 - (f) *Modification application 06_203MOD2 and accompanying Environmental Assessment titled Huntingwood West Precinct – Bungarribee Industrial Estate: Proposed Section 75W Modifications to MP06_203 and MP08_0225 prepared by Urbis and Dated November 2012.*
- Replace the plan at Appendix 1 with the following plan reference:
 - LD 1002 Rev(00) prepared by Tract Consultants Pty Ltd.*

5 Modifications to Project Approval MP 08_0225

5.1 PROJECT APPROVAL

In January 2011, approval was granted to Project Application MP 08_0225 which included approval to design and construct all infrastructure works required under the contract for sale with the NSW Department of Planning. The project approval includes the following key elements:

- Subdivision of the site into 7 development lots, 3 drainage/park lots, 1 road corridor lot and 1 services lot;
- Bulk excavation and levelling required for the construction of 19 bulk excavation pad levels for development lots and grading of the site for the construction of estate roads and detention basins;
- Construction works including detailed earthworks, infrastructure and site servicing and landscaping of stormwater basins/road reserves in accordance with a Comprehensive Environmental Management Plan and Soil and Water Management Plan prepared to the satisfaction of the Director General;
- Staged construction of the development parcels;
- Road construction external to the site including a new intersection to the Great Western Highway comprising a 4 way intersection, and a new connection to the Brabham Drive intersection at the existing roundabout on Brabham Drive;
- Road construction within the site comprising the central Estate Road, Collector roads, local roads and the Park edge Road;
- Stormwater management including stormwater detention basin and bioretention basin, a constructed wetland to treat water from the central and southern catchment, a sediment basin with connected swales to provide pre-treatment flows from the south catchment prior to discharge in into the central wetland;
- Services including potable water connections, gravity fed and a new pump sewer system, electrical supply via a new zone substation, connection to existing gas mains and connection to existing fibre and copper communications services in Huntingwood Drive; and
- Landscape works throughout the public domain / streetscapes and wetland basin.

5.2 PROPOSED PROJECT APPROVAL MODIFICATIONS

The proposed modifications to this project approval are described in the following sections. There are no changes proposed to staging, services, external road works or off site infrastructure.

The proposed modifications include:

- Amended site configuration including a new plan of subdivision;
- Revised earthworks levels;
- Amended stormwater management ; and
- Amended landscaping works.

5.2.1 SITE LAYOUT

The site layout is proposed to be altered to reflect the site requirements for the proposed freight transport facility which is subject to a separate assessment and approvals process. This involves the shortening of the existing Huntingwood Drive so that it no longer connects through to the Park Edge Road.

The revised road layout and design is detailed on the following plans:

- Civil Works General Arrangement Plan ref 21-18115-DA001 Rev D
- Civil Works Sheet 1 of 3 ref 21-18115-DA004 Rev D
- Civil Works Sheet 2 of 3 ref 21-18115-DA005 Rev D
- Civil Works Sheet 3 of 3 ref 21-18115-DA006 Rev D

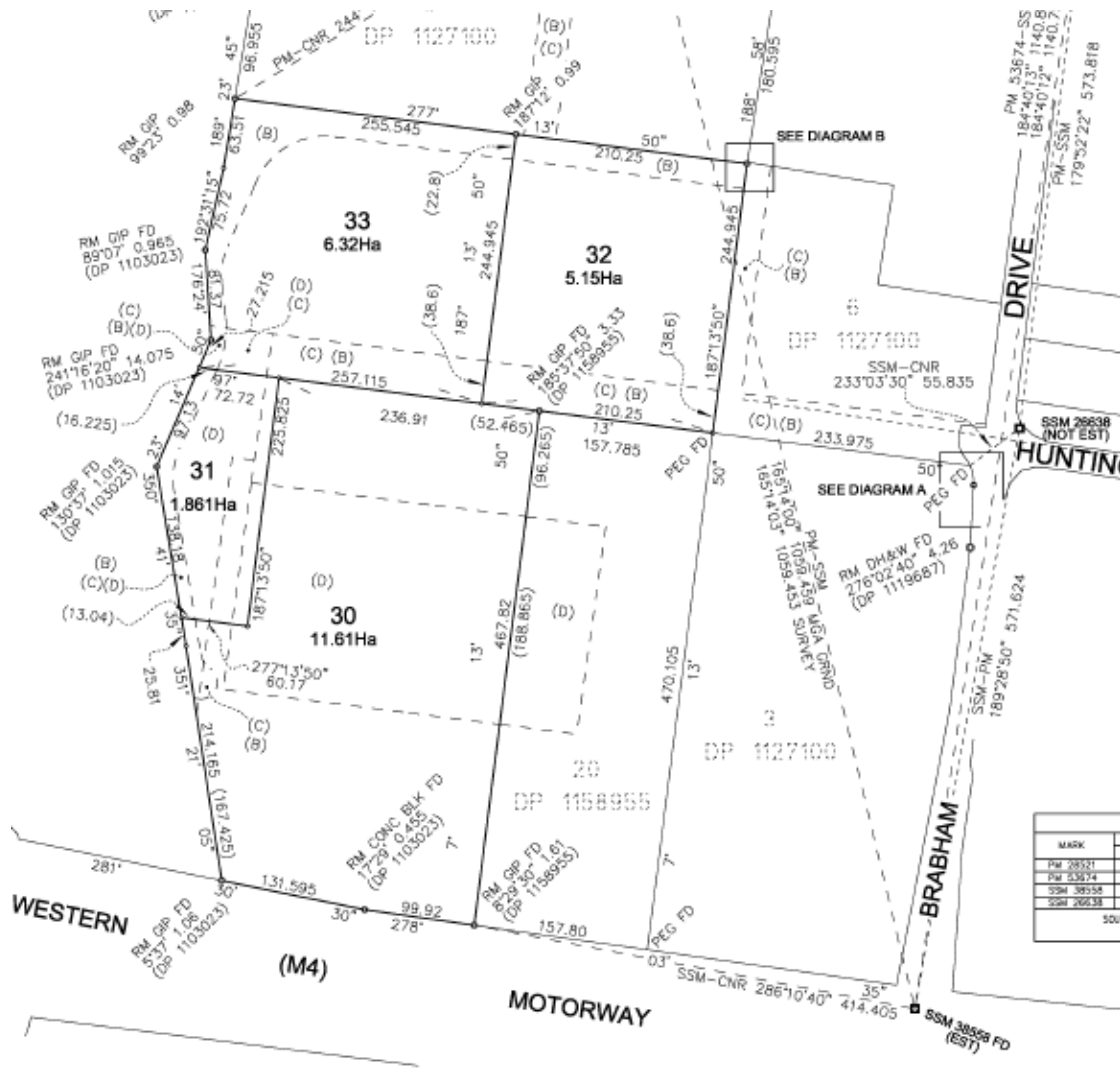
5.2.2 SUBDIVISION

The current registered title for the estate incorporates six lots as shown in Figure 11 and detailed in Table 7 below:

TABLE 7 – EXISTING SUBDIVISION LAYOUT

LEGAL DESCRIPTION	AREA	EXISTING/PROPOSED DEVELOPMENT
Lot 3 DP 1127100	11.4ha	Existing Metcash facility
Lot 20 DP 1158955	11.4ha	Existing Metcash facility
Lot 30 DP 1161771	11.6ha	Proposed freight transport facility
Lot 31 DP 1161771	1.86ha	Proposed freight transport facility
Lot 32 DP 1161771	5.15ha	Future employment use
Lot 33 DP 1161771	6.32ha	Future employment use

FIGURE 11 – EXISTING SUBDIVISION LAYOUT

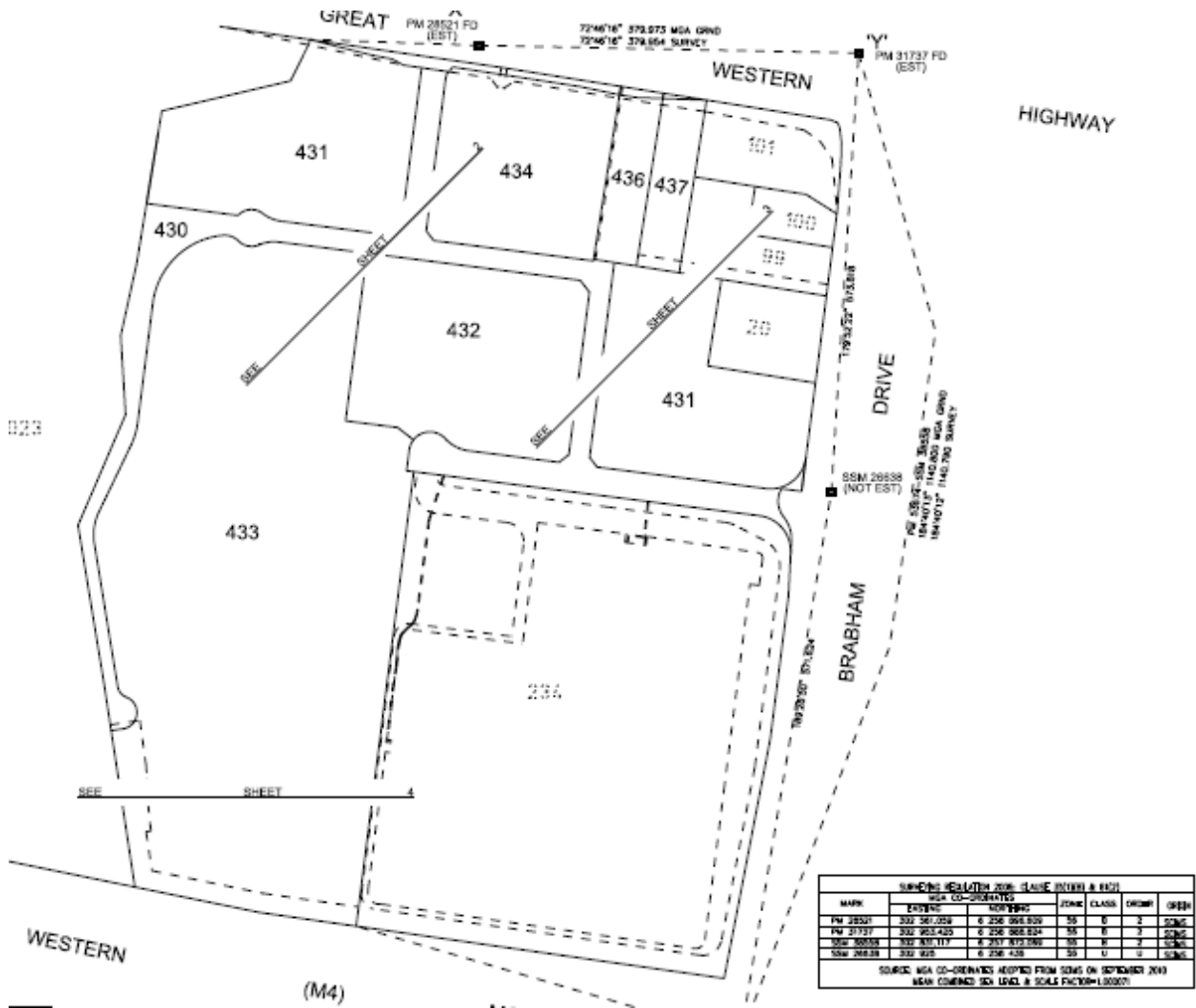


As part of the modification package, Goodman is seeking approval for the re-subdivision of the Estate to reflect the changes to site layout and accommodate the future proposed freight transport facility development. The proposed subdivision is illustrated in Figure 12 and detailed in Table 8 below:

TABLE 8 – PROPOSED SUBDIVISION LAYOUT

PROPOSED LOT REFERENCE	AREA	EXISTING/PROPOSED DEVELOPMENT
Proposed Lot 234	22.8ha	Existing Metcash facility
Proposed Lot 430	18ha	Proposed freight transport facility
Proposed Lot 433		Proposed freight transport facility
Proposed Lot 432	4.3ha	Future employment use
Proposed Lot 431	3.9ha	Future employment use

FIGURE 12 – PROPOSED SUBDIVISION LAYOUT



A draft plan of subdivision is included with the plan package for this modification.

5.2.3 BULK EARTHWORKS

Revised bulk earthworks pad levels are required to reflect the amended site layout and the future development pads on the site.

The proposed modifications to the bulk earthworks levels will require the importation of approximately 11,000m³ of fill over and above that approved as part of MP 08_0225.

The revised bulk earthworks levels are shown on the following plans prepared by GHD:

- Bulk Earthworks General Arrangement Plan ref 21-18115-DA101 Rev E.
- Bulk Earthworks Plan – Sheet 1 of 3 ref 21-18115-DA102 Rev E.
- Bulk Earthworks Plan – Sheet 2 of 3 ref 21-18115-DA103 Rev E.
- Bulk Earthworks Plan – Sheet 3 of 3 ref 21-18115-DA104 Rev E.

5.2.4 EROSION & SEDIMENTATION CONTROL WORKS

As a result of the proposed modifications, revised Erosion & Sedimentation Control Plans have been prepared by GHD to reflect the changes as appropriate. Revised Erosion and Sedimentation Control Plans are included with the application as detailed below:

- Bulk Earthworks – Sedimentation & Erosion Control Plan – Sheet 1 of 3 Ref 21-18115-DA109 Rev E
- Bulk Earthworks – Sedimentation & Erosion Control Plan – Sheet 2 of 3 Ref 21-18115-DA110 Rev E
- Bulk Earthworks – Sedimentation & Erosion Control Plan – Sheet 3 of 3 Ref 21-18115-DA111 Rev E

5.2.5 STORMWATER DRAINAGE

The existing stormwater drainage lines and overland flow path that currently follow the existing Road 4 alignment will be made redundant as a result of the proposed modifications. A new stormwater drainage line is being provided through the site to reflect the proposed layout of the freight transport facility, avoiding any proposed structures and to convey the 20-yr Average Recurrence Interval (ARI) storm event. An easement to benefit Blacktown City Council will be created over the stormwater drainage pipeline and this would be affected through the development application process for the new facility. An overland flow path will be provided through the site to allow conveyance of the 100-yr ARI storm event. An easement to benefit Blacktown City Council will be created over the overland flow path and this would be affected through the development process for the facility. Drawings DA201-DA204 show the proposed pipe and overland flow routes through the site.

The drainage system for the development of the freight transport facility is subject to a separate assessment and approvals process but has been designed to align with the previous drainage strategy for this part of the Estate. In this respect, the freight transport facility site will be divided into three separate catchments that drain to each of the southern, central and northern wetland inlet basins.

5.2.6 WATER SENSITIVE URBAN DESIGN

In order to support the proposed modification to the site layout, the following amendments pertaining to the approved WSUD approach are required:

- The removal of two small raingardens.
- The realignment of stormwater pipes previously laid along Huntingwood Drive.
- Integration of an overland flow path with the surface levels proposed for the site to safely convey flood flows through the site.

A review of the adopted Water Sensitive Urban Design (WSUD) Strategy was undertaken by AECOM in light of the proposed alterations to the site layout. The AECOM advice is included at **Appendix A**.

The key WSUD elements and inputs to the water quality monitoring that have been reviewed include:

- Catchment areas directed to the main wetland and bioretention treatment elements;
- Impervious proportion of the proposed freight transport facility site;
- Installation of the Gross Pollutant Traps (GPTs) that Blacktown City Council has previously requested be implemented as the lot scale to assist in the control of gross pollutants generated on lots (nb these have been agreed to by Council); and
- Expected pollutant reduction as simulated in MUSIC modelling.

The total catchment area has increased slightly (from 75.92ha to 77.64 ha) as a result of minor differences in the mapped catchment boundaries at the interface with surrounding roads. The analysis demonstrates that there has been a small increase in the catchment directed to the central sedimentation basin, and a small decrease in the catchment area directed to the northern bioretention system.

Stormwater Quality – MUSIC modelling

For the purposes of the Concept Plan approval, the treatment targets set for the site for the purposes of MUSIC modelling were agreed to be (% Pollutant load reduction):

- Total Suspended Solids – 80%,
- Total Phosphorus – 45%
- Total Nitrogen – 45%

The MUSIC modelling results demonstrate that the proposed modified layout meets the above criteria for all pollutants of concern, both with GPTs included in the model and when GPTs are excluded. The removal of the two small raingardens in Huntingwood Drive does not impact on the site meeting the water quality targets.

Stretch Targets

It is noted that Blacktown Council's current water quality targets are now more stringent than the targets that were in place when the initial WSUD strategy was developed. The current BCC targets are considered to be stretch targets for the site. The stretch targets are 85:65:45 (compared with 80:45:45) for percentage reduction in mean annual loads of Total Suspended Solids, Total Phosphorus and Total Nitrogen respectively. The stretch targets for TSS and TN are met for both models. The stretch targets for TP are achieved with GPTs represented in the model.

In summary, the latest MUSIC modelling reflects the current design of the proposed development and demonstrates that relevant water quality targets can be achieved. The modelling accurately reflects the proposed site conditions based on the current design and this design achieves the water quality targets.

An analysis undertaken by AECOM in respect of the proposed changes confirms that the modifications to the WSUD strategy do not impact upon the ability of the site to achieve the required water quality targets.

5.2.7 TRAFFIC, ACCESS AND PARKING

The proposed modifications include amendments to the internal road layout and hierarchy to reflect changes to the site layout.

Vehicular access to Road 5 (Park Edge Road) via Road 4 is being terminated as part of the modification package. Access to Road 5 is available via Road 2.

The existing Road 4 (Huntingwood Drive extension) is to be shortened at its western extent to terminate at the proposed entrance of the future freight transport facility. A new cul-de-sac head is being provided at the proposed termination point of a suitable size to allow for the turning path of a b-double truck.

The entrance to the existing Metcash facility will be maintained off the proposed cul-de-sac head.

As a direct result of the modifications to site levels, requiring the importation of fill to the site, traffic movements during the earthworks phase will be altered as a result of the proposed modification. Based upon a four month earthworks program (assuming construction activities five days per week), approximately 60 truck movements per day would be generated for the importation of the required fill. Further detail with regard to the likely truck movements associated with the proposed modifications is provided in **Appendix B**.

5.2.8 LANDSCAPING AND PUBLIC DOMAIN

The majority of the landscaping treatment and streetscape fabric is unchanged by the proposal. Amendments to landscaping of the stormwater basins and road reserves are required to reflect the broader modification package. Amendments to landscaping treatment are detailed in the following plans prepared by Tract:

- LD DA1002 Rev00 – Masterplan
- LD 1010 Rev00 – Sheet 1 of 9
- LD 1011 Rev01 – Sheet 2 of 9

- LD 1012 Rev00 – Sheet 3 of 9
- LD 1013 Rev00 – Sheet 4 of 9
- LD DA1014 Rev00 – Sheet 5 of 9
- LD DA1016 Rev00 – Sheet 7 of 9
- LD DA 1018 Rev00 – Sheet 9 of 9

These plans are included with the modification package and are consistent with the design approach as approved in MP 08_0225.

In addition to the landscaping treatments proposed under this modification package, Goodman will provide public domain embellishment and estate signage in response to issues raised by the WSPT as part of the future proposed freight transport facility development subject to a separate assessment and approvals process.

5.2.9 DEVELOPER CONTRIBUTIONS

Clause 27 of the Major Development SEPP requires evidence that satisfactory arrangements are in place in relation to developer contributions prior to consent being granted for any proposed development within the Huntingwood West Precinct.

To this end we note that the contract for the sale of the land, dated 29 September 2008 required Goodman to carry out the development including the design and construction of all on-site infrastructure together with certain off-site infrastructure. The special condition of the contract (cl 34) set out the design details and specifications for that work. All of the requirements of special condition 34 are included in the Infrastructure Works Project Approval (MP08_0025) in respect of which this modification application relates. The works the subject of the condition are also required to be made the subject of a planning agreement pursuant to a condition of the approval. That planning agreement is currently being drafted and it is anticipated that it will go on exhibition on or about December 2012. The majority of the works the subject of the special condition have been implemented and substantial bonds are in place underwriting the performance of the works.

In addition, Goodman entered into a Transport Infrastructure Contributions Deed with the former Roads and Traffic Authority (RTA) now Roads and Maritime Services (RMS) for the payment of \$3.4million in developer contributions towards regional roads.

Together these contractual arrangements are, without the VPA, sufficiently binding contractual arrangements that confirm that the developer has made appropriate development contributions to satisfy the requirement of clause 27 of the SEPP and cl.270 of the EP&A Regulation.

5.2.10 MODIFICATIONS TO CONDITIONS OF APPROVAL

It is proposed that modifications be made to the following conditions of approval:

Terms of Approval

2. The proponent shall carry out the project generally in accordance with the

- (a) EA, *except where modified by the Environmental Assessment titled Huntingwood West Precinct – Bungarribee Industrial Estate: Proposed Section 75W Modifications to MP06_203 and MP08_0225 prepared by Urbis and Dated November 2012*
- (b) site plans ~~LD-DA-1002(02)~~ LD 1002 (00), ~~BIE-DA01(B)~~ LD 1002 (00) ~~21-18115-DA001(B)~~ 21-18115-DA001(E), 21-18115-C2101(C), LA DA1018(00) and 21-18115-SK001(B) (Refer to Appendix A)
- (c) RTS and associated information
- (d) statement of commitments (see Appendix B); and
- (e) conditions of this approval.

6 Environmental Assessment

6.1 ENVIRONMENTAL PLANNING INSTRUMENTS

The proposed modifications have been considered against the relevant provisions contained in the following:

- *Environmental Planning & Assessment Act 1979.*
- *State Environmental Planning Policy (Major Development) 2005.*
- *State Environmental Planning Policy (Infrastructure) 2007.*
- *State Environmental Planning Policy (Western Sydney Parklands) 2009.*
- *State Environmental Planning Policy no.55 (Remediation of Land).*
- *Blacktown Local Environmental Plan 1998.*
- *Huntingwood West Precinct Design Development Controls.*

6.1.1 ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

The project constitutes 'development' and therefore is required to be considered under the EP&A Act which sets out the framework under which development must be assessed.

Section 5 of the EP&A Act sets out the Objects of the act, as being:

- 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 coordination 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.*

The proposed modifications are considered to be consistent with and do not detract from the achievement of the Objects of the Act. The proposed modification to the two approvals pays due regard to the environmental sensitivities on the site yet will provide for the future economic use of the land for industrial and employment purposes.

Part 3A of the EP&A Act under which the original proposals were assessed and approved was repealed on 1 October 2011. The savings provisions to the amended legislation require that all modifications to approvals made under the former Part 3A continue to be assessed under that framework.

The former s75W of the Act allows modifications to be made to Project and Concept Plan approvals. This clause also provides that following lodgement of a request to modify an approval, the Director-General may issue updated Environmental Assessment Requirements (DGRs) to guide the assessment and determination of modifications. Goodman representatives met with officers from the Department of Planning & Infrastructure and it was agreed that given the relatively minor nature of the proposed modification revised DGRs were not required, and an assessment of the proposal would be undertaken against the original DGRs issued for the Concept Plan and Project Applications.

In the context of the existing Concept and Project Approvals, the proposed modifications are considered to be of a minor nature, and generally align with the nature and scale of the approved Estate Development as:

- the proposed modifications would not result in significant additional environmental impact subject to appropriate management;
- the proposed modifications do not alter the purpose or broad layout of the project; and
- the concept plan and project as modified would remain compliant with the applicable development controls.

6.1.2 SEPP (MAJOR DEVELOPMENT) 2009

The Huntingwood West Precinct is listed as a scheduled site under SEPP (Major Development) 2005, Schedule 3 Part 9 and 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 use.*

(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).*

The proposed modifications to the approved Concept Plan and Project Approval enable a legible and functional site layout that will support the site's ongoing use for employment generating purposes.

6.1.3 SEPP (INFRASTRUCTURE) 2007

The original project application was referred to the then Roads and Traffic Authority (now Roads and Maritime Services) in accordance with the provisions of Schedule 3 of this policy.

The traffic assessment that accompanied the original Concept and Project Applications does not require review and as such referral to the RMS for the proposed modifications is not again triggered under SEPP (Infrastructure). Additional traffic movements resulting from the proposed modifications are related to earthworks only and are therefore temporary and relatively short term. An assessment of the potential impacts of these truck movements has been undertaken and is attached at **Appendix B** to this report. The impacts of the additional traffic related to the importation of fill to the site are considered to be minor and manageable.

6.1.4 SEPP (WESTERN SYDNEY PARKLANDS) 2009

The aim of this SEPP is to put in place planning controls that will enable the WSPT to develop the Western Sydney Parklands into a multi-use urban parkland for the region of Western Sydney by:

- a) *allowing for a diverse range of recreational, entertainment and tourist facilities in the Western Parklands, and*
- b) *allowing for a range of commercial, retail, infrastructure and other uses consistent with the Metropolitan Strategy, which will deliver beneficial social and economic outcomes to western Sydney, and*
- c) *continuing to allow for and facilitate the location of government infrastructure and service facilities in the Western Parklands, and*
- d) *protecting and enhancing the natural systems of the Western Parklands, including flora and fauna species and communities and riparian corridors, and*
- e) *protecting and enhancing the cultural and historical heritage of the Western Parklands, and*
- f) *maintaining the rural character of parts of the Western Parklands by allowing sustainable extensive agriculture, horticulture, forestry and the like, and*
- g) *facilitating public access to, and use and enjoyment of, the Western Parklands, and*
- h) *facilitating use of the Western Parklands to meet a range of community needs and interests, including those that promote health and well-being in the community, and*
- i) *encouraging the use of the Western Parklands for education and research purposes, including accommodation and other facilities to support those purposes, and*
- j) *allowing for interim uses on private land in the Western Parklands if such uses do not adversely affect the establishment of the Western Parklands or the ability of the Trust to carry out its functions as set out in section 12 of the [Western Sydney Parklands Act 2006](#), and*
- k) *ensuring that development of the Western Parklands is undertaken in an ecologically sustainable way.*

Consultation has been undertaken with the WSPT as documented in Section 4 of this report. The issues raised and responses are also detailed in this section. The proposed modifications will not preclude attainment of the above objectives for the adjacent Western Sydney Parklands.

6.1.5 SEPP 55 REMEDIATION OF LAND

Clause 7 of SEPP 55 requires a consent authority to consider whether a site is appropriately remediated to accommodate the category of development proposed.

Site contamination was assessed as part of MP 08_0225 where it was demonstrated via the Site Audit Statement issued by CM Jewell and Associates Pty Ltd that the project is capable of being undertaken without any further contamination assessment or remediation.

6.1.6 BLACKTOWN LEP 1998

The provisions of Blacktown LEP 1998 do not apply to the site, as stipulated by clause 14(2) of Schedule 3, Part 9 of SEPP (Major Development) 2005.

6.2 KEY ISSUES

For the sake of completeness, the following Environmental Assessment is undertaken having regard to the potential impacts generated from the proposed amendments, including the additional quantity of fill importation required for the amended bulk earthworks levels.

TABLE 9 – ASSESSMENT OF KEY ISSUES

ISSUE	POTENTIAL IMPACTS	COMMENT/RECOMMENDATION
Stormwater	Existing approved stormwater arrangements will be amended as part of the modification package to accommodate the changes to site layout and proposed building footprint of the future proposed freight transport facility.	The proposed modified stormwater arrangements have been designed to accommodate the 20 year ARI event through the site. An overland flow path has been designed through the freight transport facility site to convey the 100 year ARI storm event. The revised stormwater arrangements are considered adequate to effectively manage stormwater flows through the site without off site impacts.
Flooding	Flood modelling was undertaken in respect of the existing approved site layout and works and found that post-works PMF flood levels: (a) have no significant impact on the site, and (b) no significant off-site impacts. A further review of potential flooding impacts has been undertaken by GHD in respect of the revised layout and levels and concludes that the findings in relation to on and off site flooding impacts remain largely unchanged. Further detail on flooding assessment is provided in Appendix C to this report.	No notable additional impacts or mitigations required.
Water quality	The proposed modifications require amendment to the adopted WSUD strategy for the estate	An analysis of the potential impacts of these modifications has been undertaken and it has

ISSUE	POTENTIAL IMPACTS	COMMENT/RECOMMENDATION
	including the deletion of two small raingardens, the realignment of stormwater pipes previously laid along Huntingwood Drive and the integration of an overland flow path with the surface levels proposed for the site to safely convey flood flows through the site.	been concluded that the amendments will not impact upon the ability of the estate to achieve adopted water quality targets.
Air Quality	The importation of some 11,000m ³ of fill to the site is required to achieve modified site levels. The transport and stockpiling of this material has the potential for the creation of dust emissions which requires effective management.	Any fill importation will be undertaken in accordance with the existing conditions of consent. As there are no nearby sensitive receptors impacts in terms of emissions to air are expected to be minimal.
Noise	<p>Potential acoustic impacts related to development within the site, particularly on surrounding residential receivers have been assessed as part of previous applications and conditions related to the control of noise impacts within acceptable limits have been imposed.</p> <p>The proposed modifications would not result in an increase in noise impacts over and above those already assessed and existing conditions are considered sufficient to control noise within acceptable limits.</p>	No notable additional impacts or mitigations required.
Ecology	<p>Previous ecological assessments found the presence of some Shale Plains Woodland within the site, however vegetation on the site is predominantly exotic grassland species. No threatened flora or fauna species were recorded in previous ecological surveys.</p> <p>Ecological impacts as a result of the development of the estate have been considered and addressed in the preceding Concept and Project applications. The proposed modifications would not result in additional ecological impacts beyond those already assessed.</p>	No notable additional impacts or mitigations required.
Aboriginal heritage	Previous studies have identified three Aboriginal surface sites and one zone of good Potential Archaeological Deposit (PAD) within the Huntingwood West Precinct, focused around the riparian zone of Eastern Creek.	No notable additional impacts or mitigations required.

ISSUE	POTENTIAL IMPACTS	COMMENT/RECOMMENDATION
	<p>The proposed modifications will not result in additional potential impacts upon Aboriginal heritage beyond those already considered and addressed through the preceding Concept and Project applications.</p>	
<p>European heritage</p>	<p>Previous assessments noted that there are no non-indigenous heritage items within the Huntingwood West Precinct. The potential heritage impacts of the proposed modifications are therefore negligible.</p>	<p>No notable impacts or mitigations required.</p>
<p>Traffic, access and parking</p>	<p>The proposed modifications to the site layout and bulk earthworks will result in minimal changes to the approved vehicular movements to and from the site. Some additional fill will be brought to the site to achieve the required levels however, truck movements associated with this will not result in significant additional impacts. This is supported by a traffic assessment at Appendix C to this report.</p> <p>The traffic assessment notes that truck movements associated with the importation of this fill would be approximately 4 truck per hour or 32 trucks per day over an approximate 40 day period.</p>	<p>The traffic assessment undertaken concludes that the additional truck movements associated with the importation of fill to the site would have a negligible impact on the operation of critical intersections at Huntingwood Drive and Brabham Drive with the Great Western Highway. The proposed importation of fill would therefore have no measurable impact on existing traffic and intersection operating conditions.</p>
<p>Pedestrian and cycle connectivity</p>	<p>The proposal deletes the indicative pedestrian and cycle path dissecting the site along Huntingwood Drive.</p>	<p>Connectivity is preserved through the street network, and along Park Edge Road across the Great Western Highway and the modification is therefore considered acceptable.</p>
<p>Public domain and landscaping</p>	<p>The proposed modification package includes some changes to public domain elements approved under the existing Concept Plan and Project Approval. Landscaping treatment will be altered to reflect the revised site layout however, the landscaping response will remain consistent with the underlying design philosophy for the precinct.</p> <p>The Park Edge Road continues to provide light vehicle and pedestrian access along the eastern boundary of Western Sydney Parklands, providing for the opportunity to activate this edge of the reserve and to provide surveillance of this edge of Western Sydney Parklands.</p>	<p>The proposed development remains consistent with the general objectives of the Huntingwood West Employment Lands Concept Plan and subsequent amendments. The revised landscape design has been developed to comply with Council Standards for Industrial Precincts, WSUD and Streetscape Character. This is reflected in the works constructed or being constructed and is proposed to be carried forward as part of the revised estate layout.</p> <p>The character of the broader street layout will remain unchanged, with retention of the existing approved planting strategy and WSUD System largely unchanged and with</p>

ISSUE	POTENTIAL IMPACTS	COMMENT/RECOMMENDATION
	<p>The shared cycle and pedestrian path within Western Sydney Parklands remains unchanged and its development will continue in agreement with the WSPT providing a linkage between the Bungarabee Precinct north of the Great Western Highway and a valuable recreational asset.</p> <p>Shared Path access is maintained along Huntingwood Drive. This path will continue to facilitate sustainable access to and from the proposed development lot and will connect to the remainder of the estates pedestrian path network.</p>	<p>no measurable reduction in efficiency.</p> <p>In response to issues raised by WSPT, Goodman will provide public domain embellishment and estate signage as part of the future proposed freight transport facility development, subject to assessment and approval by Blacktown City Council. In this regard, Goodman would provide detail of proposed public domain embellishments and an Estate Signage Strategy, prepared in consultation with WSPT, prior to the issue of OC for the proposed freight transport facility development.</p>
Visual impact and amenity	<p>Visual impacts and amenity remain largely unchanged as a result of the proposed development as modified.</p> <p>The termination of the approved connection between Huntingwood Drive and Park Edge Road may have some minor implications for visual permeability through the site however the impacts are considered to be minimal. Feedback received from WSPT has been considered in the landscape treatment and design for the site to ensure that potential visual impacts upon the Parklands are minimised.</p>	<p>The new street environments, buffer zones and wetland plantings will make a significant contribution to the overall landscape impression of the new development and provide an appropriate link to the Western Sydney Parklands and remnant vegetation which once dominated this site. The overall landscape design serves to create a clear visible working landscape which incorporates the basic infrastructure and backbone for a sustainable and environmentally effective community</p>
Waste management	<p>Waste volumes and management for the proposed modified development would be unchanged from the existing approval. Existing waste management procedures and potential impacts have been considered and addressed under previous applications.</p>	<p>No notable impacts or mitigations required.</p>

7 Conclusion

The application seeks to concurrently modify Concept Approval MP06_0203 and Project Approval MP 08_0255 related to the Huntingwood West Estate to facilitate the further development of the Estate for employment generating uses. The revised site layout and earthworks plan will result in improved efficiency and productivity in the ultimate development of the site. In the context of the existing Concept and Project Approvals, the proposed modifications are considered to be of a minor nature, and are generally aligned with the nature and scale of the approved Estate Development as:

- the proposed modifications would not result in significant additional environmental impact;
- the proposed modifications do not alter the purpose or broad layout of the project; and
- the project as modified would remain compliant with the applicable development controls.

Accordingly, it is requested that the Minister, having due regard to the information in this application, approve the proposed modifications under Section 75W of the EP&A Act.

Appendix A

Water Sensitive Urban Design Statement

Appendix B

Traffic Statement

Appendix C

Flooding Statement

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