

Gilbert B. de Chalain
GPO Box 5396
SYDNEY NSW 2001

10 October 2014

Carolyn McNally
Secretary
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Ms McNally,

Proposal to expand the Western Sydney Employment Area

I write on behalf of the property owners of **Lots 1 to 9, DP 1054778, 1450 Elizabeth Drive, Kemps Creek** to formally seek a review for the inclusion of said land into the Western Sydney Employment Area. Attached to this correspondence is a copy of a planning review recently submitted to the Growth Centres Commission Delivery Team seeking advice on the most appropriate approval pathway for the early release and development of the land for employment generating land uses. This documentation should also be accepted as our submission for inclusion in the Western Sydney Employment Area.

It could be that the most appropriate and efficient means of initiating planning and future development is to have the subject site excluded from the Kemps Creek Growth Centre and included in the Western Sydney Employment Area. However, if this was to occur, the development of the site should not be delayed due to "sequenced" land release processes. Owner initiated planning to support rezoning and early development must be allowed.

If after a review of this information, Government forms the view that this proposal is worthy of consideration for inclusion in Western Sydney Employment Area, requirements for the preparation of the required application and supporting environmental assessment should be issued as soon as possible.

It is argued that this proposal will result in significant investment in Western Sydney and will also support the creation of new job opportunities for the local community. The land can be fast tracked to development as it is located in close proximity to existing infrastructure. Furthermore, there is strong market demand from businesses who desire major gateway locations at the intersection of major roads such as Elizabeth Drive and Mamre Road.

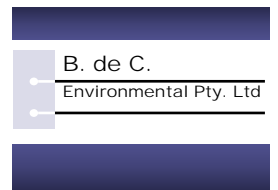
I would welcome further dialogue on this matter and in this regard I am contactable on telephone numbers 9238 3937 or 0417 253 416 at any time.

Yours sincerely

B. de C. Environmental Pty. Ltd

Gilbert Blandin de Chalain MPA

Gilbert B. de Chalain MPIA
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Planning Review

Partial release of land within the
Kemps Creek Precinct for
employment generating land uses

Lots 1 to 9, DP 1054778,
1450 Elizabeth Drive, Kemps Creek

19 September 2014

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Attachment A

Concept Plan

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1.0 Introduction

This planning review has been prepared to highlight to the New South Wales Government the significant development potential of a parcel of land located at Lots 1 to 9, DP 1054778, 1450 Elizabeth Drive, Kemps Creek within the Kemps Creek Precinct of the South West Growth Centre.

The subject site is in single ownership and comprises nine (9) parcels of land giving a total development area of approximately 20ha. Subject to rezoning and consent, the site has the potential to support significant employment generating activities including a mix of light industries, high-tech industries, business park, warehouse and distribution, highway related retail, bulky goods retail and potentially visitor and tourist accommodation.

The development site is one of the few developable sites in the vicinity of the Western Sydney Employment Area that is not limited by fragmented ownership and can be accessed by existing road infrastructure and serviced without unreasonable expense.

Though the subject site is outside of The Western Sydney Employment Area, the structure plan for this area, which has been prepared to be consistent with broader state-wide planning policies, provides a strong platform to support higher and better use of the subject site to meet expected population growth and the need for job creation.

The purpose of this review is to emphasise the key attributes of the subject site to support the preparation of a proposal to enable the rezoning of the subject site from RU 4 – Rural Small Holdings to B6 - Enterprise Corridor.

This review is not an application or request to prepare a planning proposal but is considered sufficient to highlight the merit for the rezoning and is considered sufficient to enable initial comment and advice on the most appropriate approval pathway.

This early referral to the NSW Growth Centres Delivery Team is considered to be an important preliminary step in the planning process as the subject site is located on the boundary of the Growth Centre, within the Kemps Creek precinct. Being located within the Growth Centre boundary means that the development of the site is governed by the precinct sequencing process. However, it is suggested that in this instance there is a case for the initiation of a process that may circumvent the sequencing by way of the precinct acceleration protocol. That is, there is justified reason for a partial release of the precinct.

An alternative to the precinct release process was previously sought via the Part 3A pathway. Liverpool City Council was generally supportive of that proposal, however, the then Department of Planning did not support the request to have the proposal declared a major project or the authorisation to submit a concept plan. In that regard the last advice from the Department of Planning was to pursue the potential for a partial release of the precinct.

It is accepted that as this process is landowner initiated, the landowner should be prepared to carry out the required environmental study and other supporting investigations.

It should be noted that previous advice from Liverpool City Council has been accepted that the creation of a B2 Local Centre zone in this locality may not be appropriate at this time and that a viable and more suitable alternative would be the creation of an enterprise corridor B6 zone.

It is argued that the rezoning of the site would enable the early development of employment generating activities which will result in significant investment in Western Sydney.

Gilbert B. de Chalain. MPIA
B.App.Sci. M. Planning.

B. de C. Environmental Pty. Ltd

2.0 Subject site

The site subject of this submission is formally described as Lots 1 to 9 in the Deposit Plan 1054778 and is known as 1450 Elizabeth Drive, Kemps Creek.

The site is located at the edge of the South West Growth Centre and Western Sydney Employment Area as shown in Figures 1-3. The site is currently used for grazing and contains some remnant vegetation.

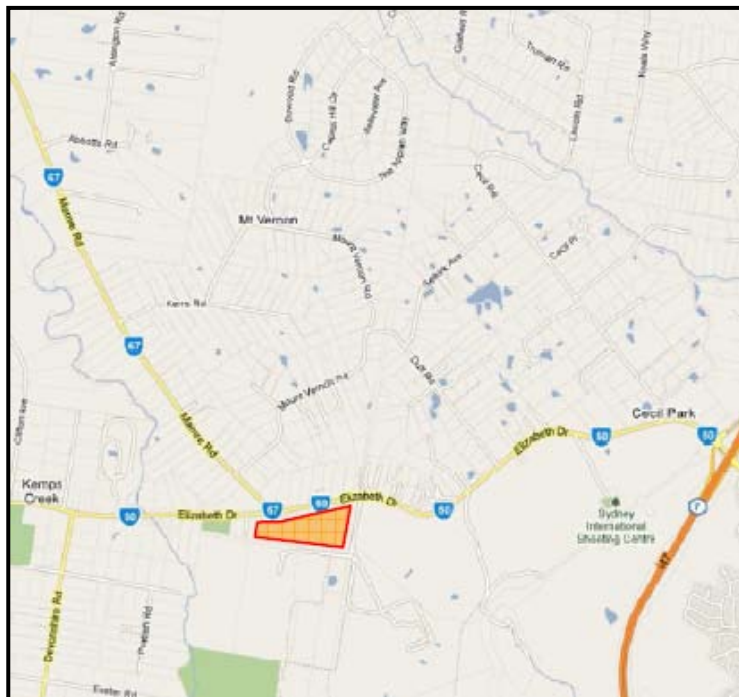


Figure 1: Site Location

The site is surrounded by activities including a solid waste landfill centre to the south, the Kemps Creek Sports and Bowling Club to the west and the Sydney International Shooting Centre to the east.

The site enjoys a frontage of approximately 780 metres to Elizabeth Drive at its intersection with Mamre Road and is located 2.6 kilometres to the west of the interchange of Elizabeth Drive with the M7 Orbital Motorway.

Research in the Kemps Creek Precinct undertaken as part of the preliminary investigations for the South West Growth Centre by Ecological Australia in April 2003 (Ecological Australia, April 2003, 'Ecological Assessment South West Sector Study Area Final') has identified no threatened flora or fauna within the site.

Furthermore the remnant vegetation currently within the site has not been identified by Ecological Australia as either 'Regionally Significant (Core)' or 'Support for Core'.

The site has an area of 20 hectares and contains no threatened or significant flora and fauna and exhibits a comparatively flat landform. Preliminary investigations have confirmed that the land can be easily and cost effectively serviced and is ideally suited to employment and appropriate retail/commercial uses that will provide for the needs of a growing South Western Sydney community.

The subject site is located in the Kemps Creek Precinct within the South West Growth Centre. However, the Growth Centres Structure Plan provides no indication of timing of the release of the Precinct. Furthermore, consideration of employment opportunities and provision of retail services at the north of the Precinct do not seem to have been addressed at this stage.

It is argued that rezoning the subject site to permit development as proposed provides an opportunity for the early development of the subject site to facilitate the achievement of the objectives and targets for the South West Growth Centre as well as the employment targets for Western Sydney.

It is argued that the development of this site as proposed is not an opportunistic and isolated proposal, but presents a sound, co-ordinated approach to development. The location of the site in the Precinct (and South Western Sydney generally) permits development that can be strategically planned and focused, contributing to the enhancement of

employment and retail/commercial opportunities for the new households and workers in the South West Growth Centre.



Figure 2: Subject site comprising 9 lots in single ownership, approximately 20 hectares in size

The site offers approximately 20 hectares of unencumbered land directly adjoining the intersection of Mamre Road and Elizabeth Drive, located at the centre of a well connected arc of established and future residential and employment precincts in western Sydney.

The site is located approximately 2.6 kilometres from the M7, only 8 kilometres from Leppington, 12 kilometres from Liverpool and Cabramatta railway stations and 5 Kilometres from the T-way station at Bonnyrigg.

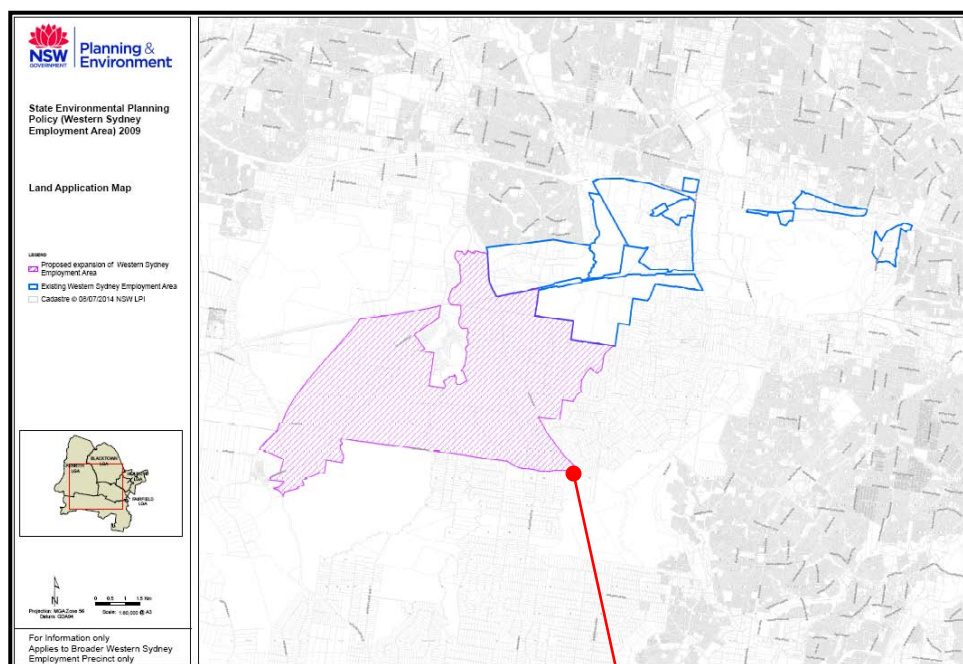


Figure 3: Subject site at the edge of future employment land and Growth Centre

Subject site at the edge of the Western Sydney Employment Lands area and South Western Growth Centre

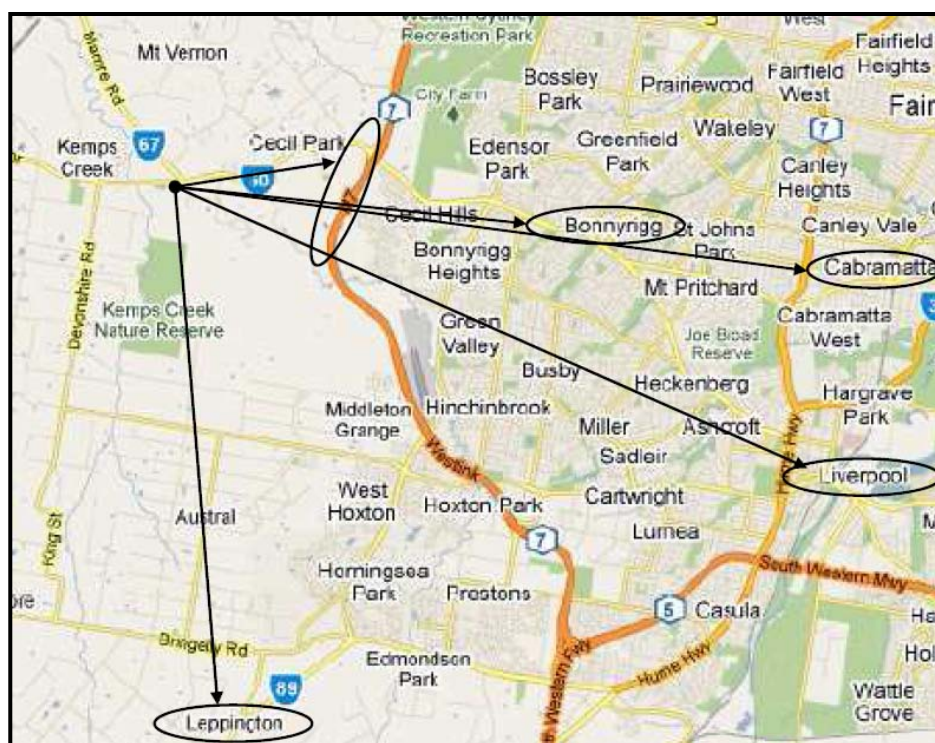


Figure 4: Site relative to other centres and locations of importance

3.0 Site Context and strategic planning

To the west of the site is the Kemps Creek Sports and Bowling Club. It is understood that this club is popular and well maintained and is a valued recreation asset by the local community.

Bounding the site to the north is Elizabeth Drive. Immediately beyond Elizabeth Drive the prevailing land use is rural residential development. Anecdotal evidence suggests that traffic volumes have increased since the opening of the Motorway, however the road does not appear to be approaching capacity and it is not considered that development of the site will generate any traffic volumes that the surrounding road network cannot currently accommodate.

However it is noted that the Commonwealth and NSW Governments have made commitments to significant upgrades to road infrastructure to support the development of the Badgerys Creek Airport. Significant upgrades include improvements to Elizabeth Drive between the M7 Motorway and The Northern Road at a cost of \$1.25 billion (Commonwealth \$1 billion, NSW govt \$250 million). To be completed before the opening of the Badgerys Creek Airport. This upgrade will give direct access to the airport site from the M7 and further improve access to the subject site.

To the south west of the site is a solid landfill centre which operates 7 days a week from 6.00am. The presence of this facility generates truck traffic on the roads surrounding the site. The entrance driveway to the landfill bounds the site to the south. It is understood that the operations will continue into the longer term.

To the east of the site is the Sydney International Shooting Centre, which is contained within the Western Sydney Parklands. The subject site is not connected to the Parkland in any manner and any future use of the site will have no appreciable impact on the operation or environmental

values of the parkland. The entrance driveway to the Shooting Centre adjoins the eastern boundary of the site.

Commencing four kilometres to the north of the site is the Western Sydney Employment Hub and beyond that the new release areas of Ropes Crossing (the former ADI Site) and the WELLS (Werrington Enterprise Living & Learning) Project.

These release areas are well connected with the site via Mamre Road (the southern end of which terminates via a roundabout at Elizabeth Drive directly adjoining the site) and the M7.

Commencing two kilometres to the north and west of the site, are areas for employment uses within the Western Sydney Employment Area. Within 8.0 kilometres to the west and south of the site are future industrial precincts identified in the South West Growth Centre Structure Plan.

Notwithstanding any of the above, the site context does not suggest that residential development is the most desired land use. An alternative, as suggested in this review, is likely to represent the most desirable future land use of the site.

The site is located at the edge of the Kemps Creek precinct, which means that the proposed development of the site is ideally located to service future residents and workers and provide opportunities for employment land uses.

Policies of successive state governments over the last 25 years have confirmed the need to encourage employment generating activities in Western Sydney. Planning Departments have been investigating the potential for such land use in the vicinity of the subject site for a significant period of time resulting in the creation of the Western Sydney Employment Area and establishment of the Western Sydney Employment Lands Investigation Area and Taskforce.

Metropolitan Strategies for Sydney have made very relevant observations relating to employment lands and the need to ensure that sufficient land is made available to meet projected employment demand in Western Sydney. Successive Metropolitan Strategies state that strong employment growth is forecast for Western Sydney and that improvement in public transport infrastructure; the completion of the Orbital Motorway Network; investment in freight terminal infrastructure, manufacturing and warehousing will be key factors drawing jobs to Western Sydney. One of the locations for jobs growth is the “employment lands” and it is argued that this proposal is well located to meet these demands.

Government previously stated that “the opportunity would be available for landowners to fast-track development in the areas adjacent to the zoned employment area through a process similar to the existing precinct acceleration protocol employed in the Growth Centres or via an application under Part 3A of the Environmental Planning and Assessment Act. A case would need to be demonstrated that the development of land outside of the program represents no cost to government in regard to infrastructure requirements and meets all relevant environmental tests.”¹

The draft ***Subregional Strategy – South West Subregion*** seeks to ensure that an adequate supply of employment land can be provided to support economic and employment growth for South West Sydney. The strategy identifies industrial sites which have good access to major transport routes including the M7 Motorway. It is argued that the subject site enjoys excellent access to the M7 and could be instrumental in the delivery of employment generating activities for the subregion.

Furthermore, the ***Employment Lands for Sydney - Action Plan (2007)*** includes the desire to release more employment lands to further ensure sufficient employment land in Western Sydney. To achieve this it is stated that the Departments of Planning, State and Regional Development and

¹ NSW Department of Planning, August 2009. *Guide to the Western Sydney Employment Area*.
[<http://www.planning.nsw.gov.au/LinkClick.aspx?fileticket=Hh7UXrd7XAg%3d&tabid=366> – Accessed 30-08-10]

Growth Centres Commission will investigate options to accelerate the early development of employment lands in the South West.²

Criteria have been developed to consider the strategic importance of employment lands. It is understood that desirable sites/locations include attributes such as good access to transport infrastructure, large unfragmented sites, buffered from residential uses, potential to service a large and growing population catchment, sufficient power and water servicing and potential to complement and support Strategic Centres. ***It is argued that the subject site displays these attributes. That is, the subject site is:***

- ***located in close proximity to the M7 motorway (2.6km);***
- ***large and unfragmented (20ha in single ownership);***
- ***buffered from existing and future residential uses;***
- ***positioned to enable the provision of services to a growing population;***
- ***and,***
- ***easily serviced with power and water.***

The draft Subregional Strategy – South West Subregion states that employment lands are proposed for in a number of locations across the Subregion, within the South West Growth Centre including **Kemps Creek**. The Strategy rightly suggests that employment opportunities play a key role in creating viable, sustainable and prosperous communities and that the focus of employment strategies for the South West Growth Centre is to promote the availability of jobs locally and within the region³. The subject site is located in the Kemps Creek Precinct and will facilitate employment aims detailed in the Strategy.

² NSW Department of Planning, March 2007. *Employment Lands for Sydney – Action Plan*.

³ NSW Department of Planning, 2007. *Draft Subregional Strategy – South West Subregion*. p 36
[<http://www.metrostrategy.nsw.gov.au/LinkClick.aspx?fileticket=5C2unMLe5Fo%3d&tabid=79>– Accessed 30-08-10]

Furthermore, the subject site is appropriately located on the outer edges of the South West areas, but with good access to centres and major transport routes as suggested in the Strategy.

The draft Structure Plan for the **Broader Western Sydney Employment Area (WSEA)** was recently released which again identifies the WSEA is a significant part of western Sydney with the potential to boost the economy of the state. It is understood that the draft Structure Plan is only intended to provide a framework to guide future detailed land use and infrastructure planning and provision. However, this should not restrict development opportunities to a strict sequencing protocol but should look to development opportunities where sites may exist that are already serviced and could be developed now, if afforded the appropriate land use zone.

The recently released **Employment Lands Development Report** makes some very valid observations. The report confirms that there has been a 37 percent increase in industrial land uptake with a significant proportion of this land being in Western Sydney. This high uptake has placed considerable pressure on existing serviced land which is in very short supply. The projections suggest that there is only approximately 18 months of serviced land supply available and it is for this reason that the Government must look for other opportunities to supply land that is serviced, or readily serviced even if outside of the defined WSEA boundary.

Furthermore, the site location means that new infrastructure can be brought onto the site without the need to service the entire Kemps Creek Precinct. However, once serviced the site would make a logical starting point for the continued provision of infrastructure and improved road access to the remainder of the precinct when required.

The potential to bring services to the site is reinforced by investigations carried out in the preparation of the WSEA structure plan. As the following

figures show, water, sewer and transport infrastructure is available in the locality or can be readily amplified to service the subject site.

3.1 Existing Transport Links

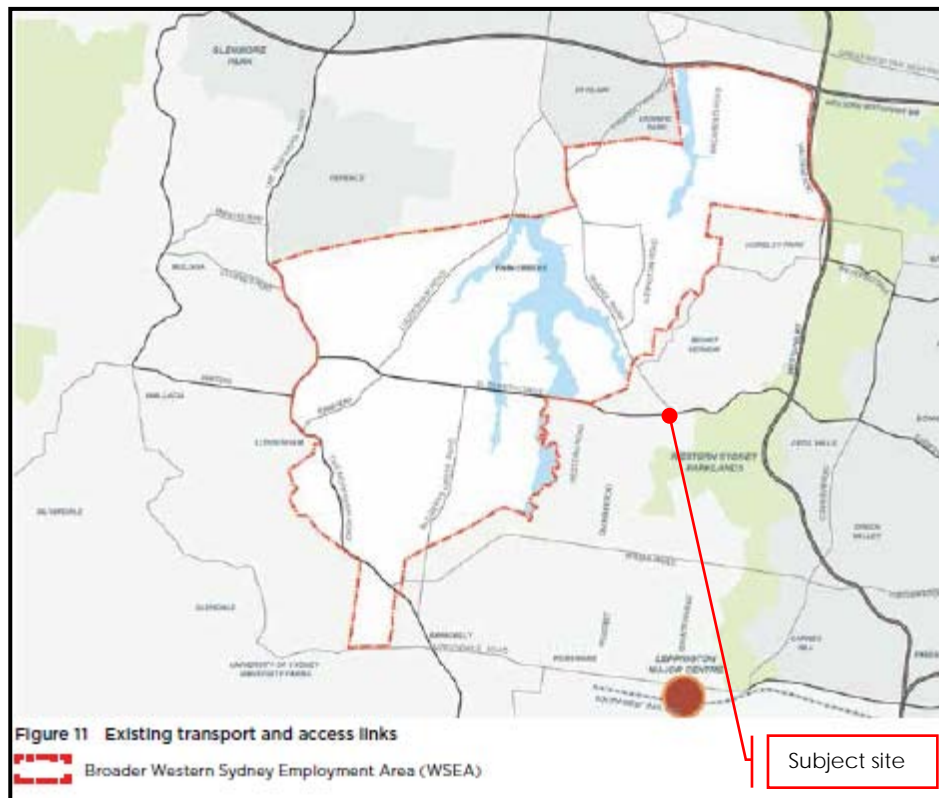


Figure 5: Source: Draft Broader Western Sydney Employment Area Structure Plan (June 2013)

This figure highlights the existing transport and access links that are essential to ensuring that Broader WSEA is connected internally and externally to supporting areas. Note that the subject site is well serviced by existing road infrastructure. Furthermore, the Commonwealth and NSW Governments have committed to further significant upgrades to roads in the locality, including Elizabeth Drive.

Road infrastructure servicing the subject site is not considered to be a development constraint.

3.2 Existing Potable Water

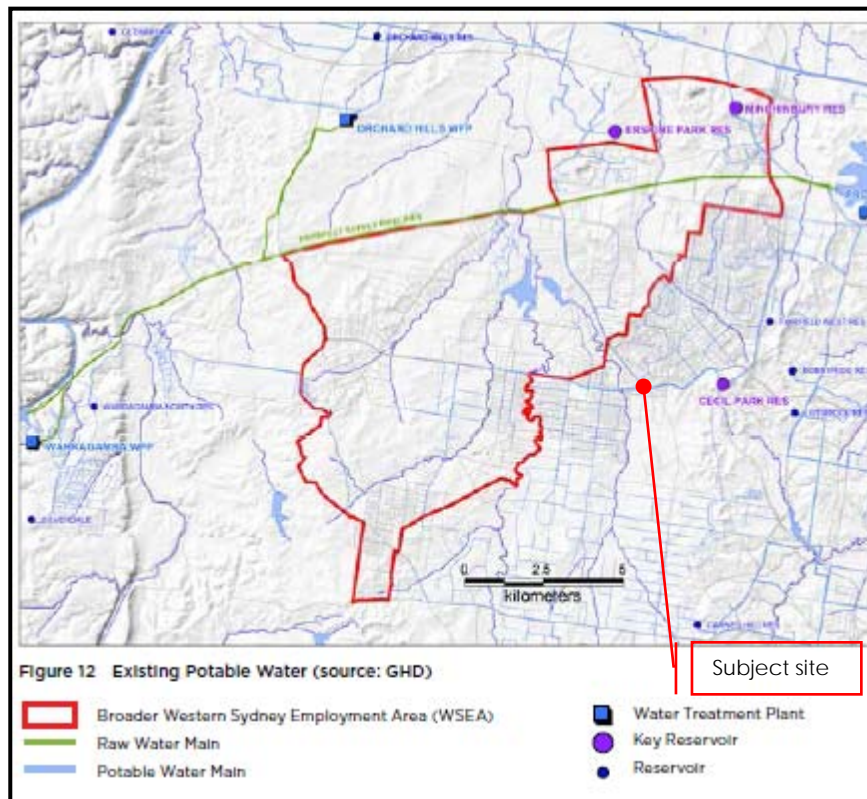


Figure 6: Source: Draft Broader Western Sydney Employment Area Structure Plan (June 2013)

The Existing WSEA is partially serviced by Sydney Water with potable water from Prospect Water Filtration Treatment Plant (WFTP) located six kilometres to the east of the precinct via Cecil Park Reservoir and Erskine Park Reservoir. It is argued that the subject site could be readily serviced by Sydney Water with the Cecil Park Reservoir being in close proximity to the subject site.

The supply of potable water to the subject site is not considered to be a development constraint.

3.3 Existing Sewerage

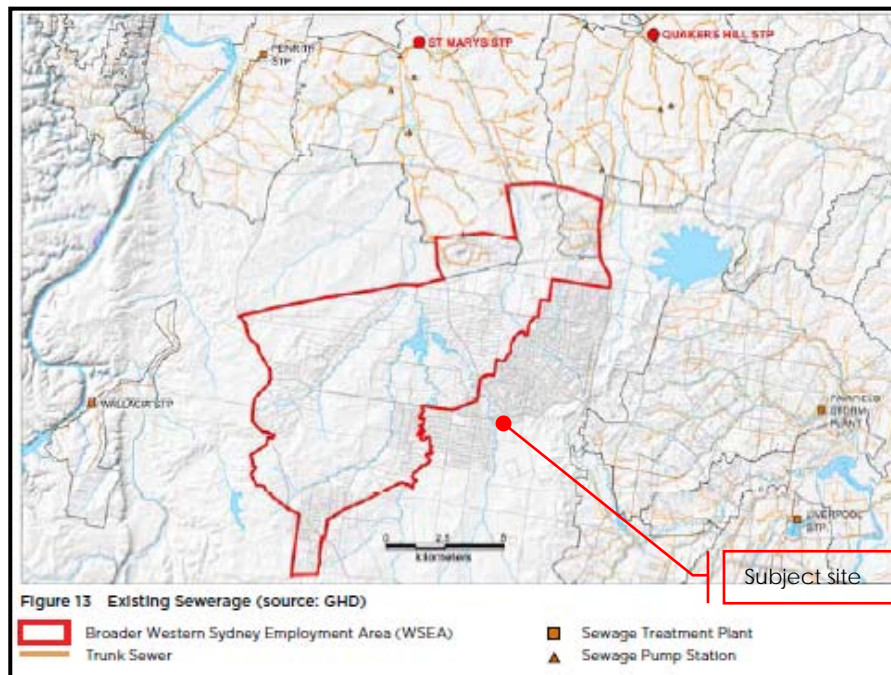


Figure 7: Source: Draft Broader Western Sydney Employment Area Structure Plan (June 2013)

The Existing WSEA precinct is partially serviced by Sydney Water with wastewater services that drain to Quakers Hill Sewer Sewage Treatment (STP) Plant and St Marys STP. The subject site is unserviced and would require the provision of an on-site treatment plant as an interim solution.

3.4 Electricity

There are high voltage electricity transmission networks in the vicinity of the subject site. Supply of electricity is not considered to be a development constraint.

3.5 Gas

An existing gas main services development in Existing WSEA. Investigations have revealed that there are opportunities to extend the gas main to service additional areas in Broader WSEA. Gas supply is not considered a development constraint.

3.6 Proposed Transport Corridors

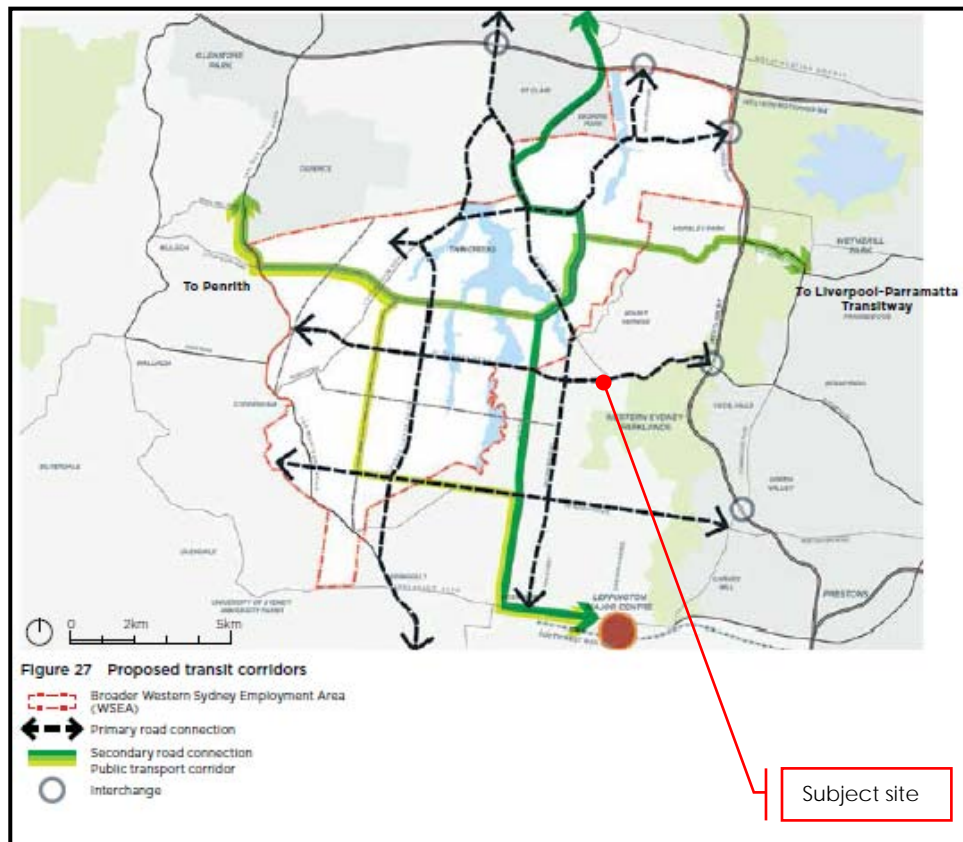


Figure 8: Source: Draft Broader Western Sydney Employment Area Structure Plan (June 2013)

While the subject site is readily serviced by existing transport corridors, the above figure identifies significant improvements to enhance connectivity

4.2 Proposed Land Use Control

It is suggested that the rezoning of the site be amended to enable the establishment of a range of land uses normally permitted within a enterprise corridor including Bulky goods premises; Business premises; Landscape and garden supplies; Light industries; Office premises; Retail premises; and Warehouse or distribution centres.

The proposed uses will encourage employment opportunities and provide services and facilities for the community. The site location and appropriate development design will ensure that the use of the land will not give rise to adverse impacts to the local amenity.

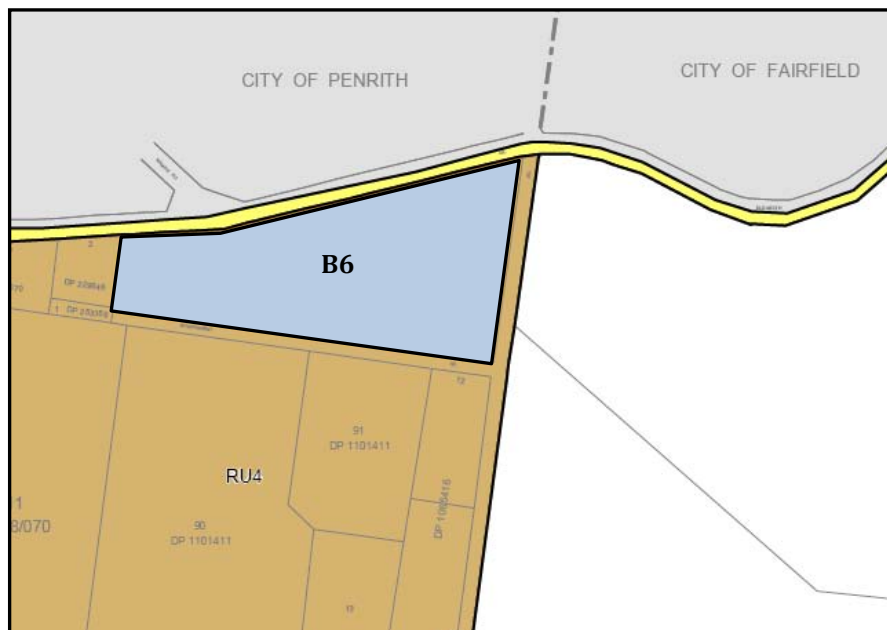


Figure 10: Proposed land use zone

Uses suitable to this site are not permitted under current local planning controls. **The proposed use of the site would meet the standard instrument zone objectives for a B6 zone.**

While detailed development plans have not been confirmed, the site is of a size, location and landform that is suited to larger format light industrial, warehousing and distribution land uses.

The subject site is also positioned in a locality that does not currently provide for retail/commercial land uses and it is argued that the site will facilitate the provision of these uses, without the creation of undesirable environmental impacts or promotion of land use conflicts within the site or to adjacent land uses.

This proposal has the potential to provide for significant employment development and support business and retail development. At this stage, it is suggested that the final land use controls applicable to this site would be drafted to permit at least the following uses.

- Warehouse and distribution centres
- Light Industry
- Office premises
- Depots
- Freight transport facilities
- Retail premises
- Bulky goods premises

The B6 Enterprise Corridor Zone objectives and permitted land uses currently adopted under the Liverpool Environmental Plan 2008 are considered reasonable and appropriately set the direction for development within the B6 zone, and would be applicable to the subject site. Indicative plans are attached to this report.

Should the Delivery Team see merit in the approach outlined in this review, then additional information as required by the Delivery Team would be provided to support an official application.

5.0 Conclusion

The subject site presents a significant development opportunity and the rezoning of the subject site will enable its development for employment generating land uses. Furthermore, the adoption of a B6- Enterprise Corridor zone for the subject site would provide for a variety of land uses that are compatible and complementary to those in the locality. That is, there is the potential for the creation of an employment corridor and the clustering of employment generating land uses not represented in the Kemps or Eastern Creek areas.

It is argued that the rezoning is consistent with the objectives of key planning strategies and plans including the:

- Sydney Metropolitan Strategies;
- South West Subregional Strategy;
- Employment Lands for Sydney Action Plan; and,
- draft Western Sydney Employment Area Structure Plan

The rezoning of the subject site as an Enterprise Corridor and its subsequent development has the potential to act as a catalyst to further corridor development along Elizabeth Drive thereby promoting emerging industries not currently provided for in this locality.



M7 3klm

ELIZABETH DRIVE

M4 6.4 klm

MAMRE ROAD

BADGERYS CREEK
AIRPORT 6.6 klm

WESTERN SYDNEY BUSINESS PARK - KEMPS CREEK



KWC
CAPITAL PARTNERS

DEVELOPMENT MASTERPLAN
ELIZABETH DRIVE KEMPS CREEK NSW



Liverpoolcitycouncil
creating our future together

Our Ref: 2009/0880 – 118271.2011
Contact: Theo Zotos
9821 9317

14 July 2011

Received 19 July 2011

Gilbert B de Chalain
17 Banjo Place
SPRINGWOOD NSW 2777

Dear Gilbert,

Re: Investigation of rezoning of Lots 1 to 9, DP 1054776, 1450 Elizabeth Drive, Kemps Creek

Reference is made to your letter dated 9 May 2011 regarding the potential rezoning of 1450 Elizabeth Drive Kemps Creek from RU4 Primary Production to B6 Enterprise Corridor.

As previously advised, the site is within the Kemps Creek planing precinct within the South-West Sector Growth Centre and that any proposed rezoning and development prior to the 'release' of the precinct by the Minister for Planning would require the endorsement of the Precinct Acceleration Control Group and the Growth Centre Commission.

* Council has assessed the preliminary report for the rezoning of the site to B6 Enterprise Corridor and advises that the application of the zone has merit due to its frontage to Elizabeth Drive which serves as a major east-west arterial road that leads into the urbanised areas of Liverpool and Fairfield, with eventual termination at the Hume Highway at the periphery of the Liverpool City Centre. The land adjacent to the Mamre Road junction is particularly considered suitable for future development due to the potential to augment the existing intersection.

* However, although businesses typically establishing in Enterprise Corridors rely on commuter exposure, a significant proportion of sales are also derived from the local residential catchment in proximity to the site. As the site is not located in proximity to a significant residential catchment, the proposed scale (20 hectares) of the proposed commercial rezoning is considered excessive. Council has approximately 57 hectares of B6 zoned land along major arterials such as Hume Highway, Hoxton Park Road, Camden Valley Way, Newbridge Road and sections of Elizabeth Drive. This proposal seeks to add 20 hectares in one specific location, the equivalent of 35% of the total current B6 zoned land. This it is considered the proposed scale would impact upon Councils and Fairfield's retail hierarchy.

Further, in consideration of a rezoning to B6 Enterprise Corridor, Council would also have to assess the appropriateness of permissible uses under that zone. For example, due to the lack of local residential catchment, Council is unlikely to support the establishment of a range of uses such as educational establishments, large scale office premises, entertainments facilities etc. Further consideration would also have to be given to the future interface of development of this site with adjoining land uses such as the landfill site. Any application to rezone the site may have to be explicit in its proposed future uses. The submission of a combined Development Application and rezoning may help clarify this point.

* In conclusion, Council would require an amended proposal stipulating a significantly reduced B6 Enterprise Corridor site area with the potential to consider the remainder of the site for an IN2 Light Industry zoning as detailed in previous correspondence to Council.

Administration Centre 1 Hoxton Park Road, Liverpool NSW 2170, DX 5030 Liverpool
Customer Service Centre Liverpool City Library, 170 George Street, Liverpool NSW 2170

All correspondence to The General Manager, Locked Bag 7064 Liverpool BC NSW 1871 **Call Centre** 1300 36 2170
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Council is willing to assess a revised rezoning concept with the view to discussing the potential progression of such rezoning proposal with the Department of Planning.

Should you require any further information on this matter, please do not hesitate to contact Theo Zotos (02) 9821 9317.

Yours sincerely

A handwritten signature in dark ink, appearing to be 'Theo Zotos', with a long horizontal line extending to the right.

Theo Zotos
A/Manager Strategic Planning

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Precinct Acceleration Control Group-Secretariat
Department of Planning Tender Box
Level 9, 10 Valentine Avenue
PARAMATTA NSW 2124

9 May 2007

Dear Sir

**Infrastructure Delivery to Land in the Kemps Creek Precinct, South West Growth Centre
- Submission for Accelerated Release**

We write in relation to a 20 hectare property at 1430 Elizabeth Drive, Kemps Creek in the South West Growth Area.

We understand that KWC Capital Partners Pty Ltd on behalf of the registered owner is keen to advance the release of the land for a commercial/retail development and is preparing a submission to Government to that effect.

Patterson and Britton and Partners has been asked to review the opportunities, implications, characteristics and costs involved to deliver infrastructure to the site, possibly as permanent or interim infrastructure, and including 'linkage' and 'excess capacity' infrastructure, in accordance with the requirements of the Precinct Acceleration Protocol.

As a summary of our investigations we can confirm that:

- The existing potable water supply on Elizabeth Drive can be extended to serve the commercial/retail activities by extension of the existing mains in the area. Such works would not be of a prohibitive cost and there would be no need for Interim Infrastructure.
- An interim sewerage system would be required. The most cost effective and efficient approach would be to provide a proprietary package treatment plant with an on or off site irrigation area. For the uses proposed it is our opinion that the volume of waste water will not place unreasonable demands on lands required for irrigation. The package treatment plant would be decommissioned if and when the area was connected to sewer.

Integral Energy has confirmed that the likely power demand from the proposed employment land use would be approximately 4MVA and this could be supplied by a new 11KVA feeder from the Kemps Creek Zone Substation, and

Principals



Senior Associates

Associates

Graig Britton BE MEngSc FIEAust, Andrew Chilly BE MEngSc CPEng, Peter Cairman BE MEngSc MIEAust, Bruce Drury BE Dip Sc(Geo) M AppSc MIEAust, Paul Harvey-Walker BE FIEAust, David McConnell BSc MIEAust, Joe Marston BE MEngSc FIEAust, Andrew Patterson BE FIEAust, Ben Patterson BE MIEAust, Christopher Thomas BE MEngSc MIEAust, Mark Tooker BSc(Geo) MEngSc FIEAust CPEng, Michael Wright BE MEngSc MIEAust, Stephen Auld BE MBA MIEAust, Steve Barrett, Simon Bart BE MIEAust, Paul Macdonne BE MEngSc MIEAust, Marc Roberts BE Michael Shaw BE MIEAust CPEng, Cameron Smith BE MEngSc MIEAust CPEng, Neville Boyes OMIEAust, Scott Cranfield, Cameron Drury BE MIEAust, Adam Knight BE MIEAust CPEng, Owen Robson BE, Alexandra Stone BE MIEAust, Chris Yates BE MIEAust



- Integral Energy has confirmed that the electricity easement through the site (aligned north-south) would be retained and power lines duplicated within the existing easement width. Land uses such as car parking and others are allowable activities within the easement.

In conclusion it is our opinion that neither the physical delivery of infrastructure to the site, nor the cost of that infrastructure, would be complex or cost prohibitive, and would not be a constraint to accelerating the release of the land in accordance with the Protocol.

Yours faithfully
PATTERSON BRITTON

M. Tooker
Principal

Review / Verification by Date

**Patterson Britton
& Partners Pty Ltd**