



**MCKENZIE**  
GROUP CONSULTING

## **SECTION 75W MODIFICATION PROJECT APPLICATION (MP 06\_0164)**

### **Proposed Extension to the Existing Coles Myer Chilled Distribution Centre (CDC) M7 Hub Eastern Creek**

#### **Old Wallgrove Road Eastern Creek**



**February 2013**

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MANAGING COMPLIANCE

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Proposed Extension to Coles Myer Chilled Distribution Centre (CDC)  
M7 Business Hub, Old Wallgrove Road, Eastern Creek

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### **Executive Summary**

McKenzie Group Consulting Planning (NSW) Pty Ltd has been engaged by Goodman Property Services Pty Ltd (Goodman) to prepare this modification to Project Approval 06\_0164 to enable the construction and use of an extension to the Coles Myer Chilled Distribution Centre (CDC).

The existing Chilled Distribution Centre is located in the M7 Business Hub at Old Wallgrove Road, Eastern Creek and was approved in September 2006.

The proposed expansion is located on the ground floor level of the existing warehouse and distribution centre. The extension is to be constructed at the southern end of the existing building, adjoining Capicure Drive. The extension will result in an increase to the Gross Floor Area of the building of 12,319 sqm. The additional floorspace will provide for an expansion of the existing chilled fresh and perishable grocery products storage space.

Project Approval 06\_0164 was issued by the former Department of Planning (now Department of Planning and Infrastructure) on 18 September 2009. The Approval provided for the use of the site and building for a warehouse and distribution centre for refrigerated products. The approval included an area dedicated to future building expansion (subject to future application). This modification is for the planned expansion of the facility as identified in the original Project Approval.

The modification to the Project Approval is proposed in response to increased demands for chilled storage space. Specifically, the design of the extension provides for additional floorspace, integrated with the existing warehouse and distribution centre layout without any significant impact on the existing operation of the facility.

The modified development support the existing development as that approved under 06\_0164 as it will:

- Continue to operate as Coles Myer Chilled Distribution Centre (CDC)
- Be consistent with the planned expansion of the facility as identified in the original Project Approval
- Not result in any significant environmental impact
- Continue to operate under the current hours of operation

The Section 75W Modification is supported by specialist reports contained in the appendices in relation to:

- Architectural design
- Landscape design
- Engineering design
- Contamination
- Building Code of Australia
- Accessibility
- Fire safety
- Traffic
- Waste management

The specialist documentation demonstrates that the site is suitable for the proposed modification and that there will be no unacceptable impacts. This report also shows that the project is consistent with relevant strategic policies and environmental planning instruments and is recommended for approval.



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### PART A. PRELIMINARY

#### 1.1 Introduction

This Modification to Project Approval 06\_0164 under Section 75W of the *Environmental Planning and Assessment Act 1979* has been prepared by McKenzie Group Consulting Planning (NSW) Pty Ltd on behalf of Goodman Property Services Pty Ltd.

The proposal seeks to modify Project Approval 06\_0164 (**Appendix 1**) to enable the construction and use of an extension to Coles Myer Chilled Distribution Centre (CDC) for storage of fresh and perishable grocery products.

The proposed expansion applies to the existing low rise, large scale, single storey warehouse and distribution centre and will result in an increase to the Gross Floor Area of the building of 12,319 sqm. The additional floorspace will provide for chilled storage area comprising racking layout. A new ground floor dock office area is also proposed on the eastern side of the new extension.

The modification to the Project Approval is proposed in response to increased demands for Coles Myer storage space. Specifically, the design of the extension provides for additional floorspace, integrated with the existing warehouse and distribution centre layout without any significant change to building height.

The proposed modifications were not envisaged at the time of the Project Application and, as such, require a modification under Section 75W of the *Environmental Planning and Assessment Act 1979*.

The report is arranged as follows:

- Part A Preliminary
- Part B Site Analysis
- Part C Proposed Modifications
- Part D Legislative and Policy Framework
- Part E Environmental Risk Assessment
- Part F Statement of Commitments
- Part G Conclusion

#### 1.2 Background

In 2005, the New South Wales Government announced the commencement of Part 3A to the *Environmental Planning and Assessment Act 1979* (the Act) which provided for major infrastructure and other projects to be handled under a streamlined approvals process. As part of these reforms, the nomination of a State Significant Development process was implemented.

Project Approval for the carrying out of earthworks, subdivision and building works was granted on 18 September 2006 (MP 06\_0164).

The Major Project approval included:

- The construction of bulk earthworks, drainage works, access roads and support infrastructure, an industrial/ warehouse building and associated office, parking and landscaping;
- Subdivision of the land to create public roads, an allotment for the Coles Myer Limited facility and a further allotment to allow future expansion of the facility, and further allotments; and
- The use of the site and building for a warehouse distribution centre for refrigerated products. The occupant of the building will be the Coles Myer Limited.

Project Approval 06\_0164 was issued by the former Department of Planning (now Department of Planning and Infrastructure) on 18 September 2006. The Approval provided for the use of the site and building for a warehouse and distribution centre for refrigerated products. The approval included an area dedicated to



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future building expansion (subject to future application). This modification is for the planned expansion of the facility as identified in the original Project Approval (refer to **Figure 1**).



**Figure 1. Approved Site Plan**  
(Source: Macquarie Goodman, 2006)



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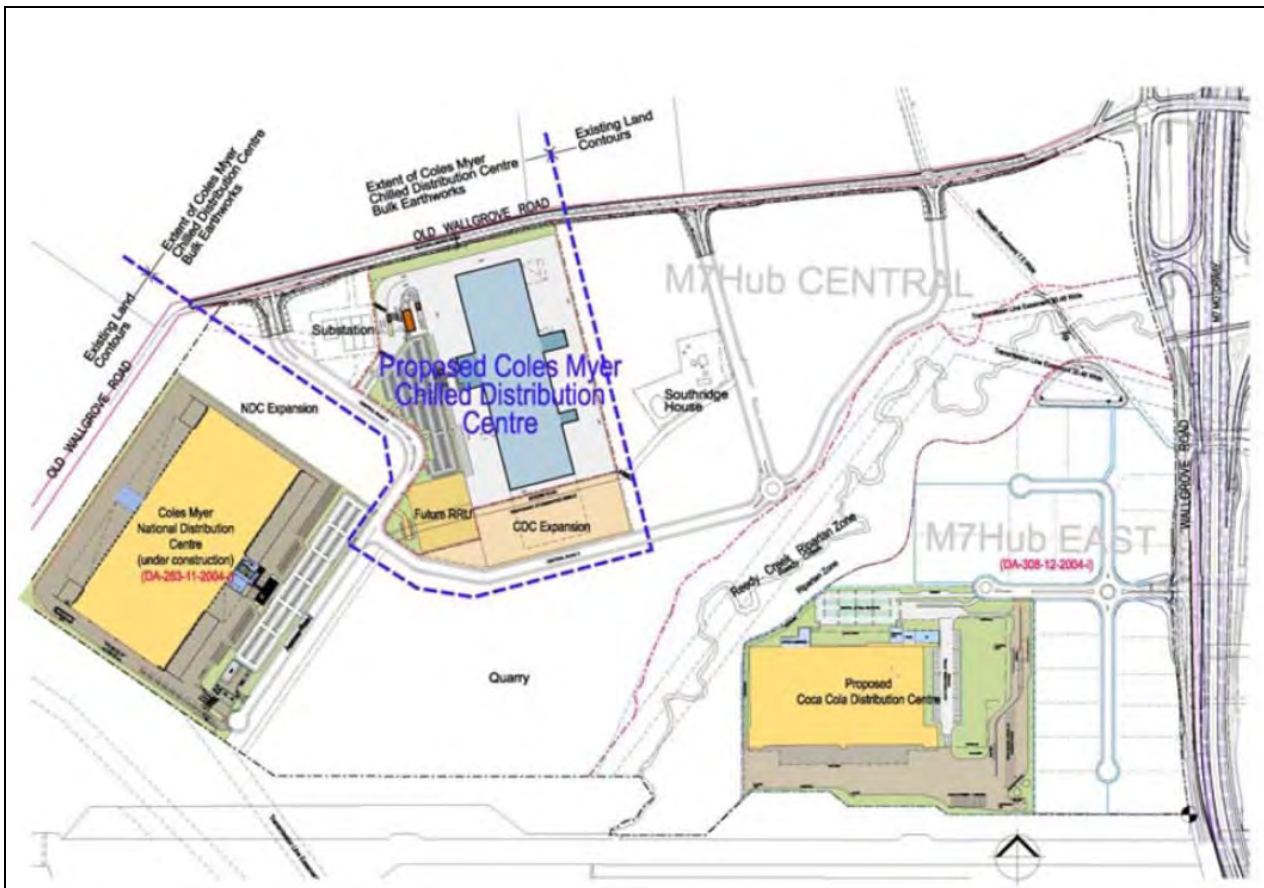


Figure 2. Coles Myer Development (Source: Macquarie Goodman, 2006)

### 1.3 Coles Myer Chilled Distribution Centre Operations

Coles Myer currently operate two distribution centres at Old Wallgrove Road Eastern Creek (refer to **Figures 2**). The larger of the two warehouses is the Coles Myer National Distribution Centre which employs approximately 480 workers. This was approved on 30 June 2005.

The existing Chilled Distribution Centre (CDC) was approved 18 September 2006 and is used to store chilled and frozen products.

Together the two facilities for a large integrated distribution complex, employing approximately 970 workers. These facilities combined play a major role in the Coles Myer supply chain, providing goods to a range of retail outlets throughout the area.

Coles Myer is Australia's largest retailer with more than 1,900 stores throughout Australia and New Zealand. The company operates a range of retail outlets including:

- Bi-Lo Supermarkets
- Coles Supermarkets
- Coles Express Service Stations
- Kmart
- Kmart Tyre and Auto Service
- Liquorland
- Myer
- Office Works
- Target
- Theo's Liquor
- Vintage Cellars



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The integrated Coles Myer National Distribution Center and Chilled Distribution Centre was part of a plan to improve efficiencies by:

- Improving the holistic delivery of products from the manufactures through to the store shelf and therefore reducing cost and impact to the infrastructure and environment;
- Minimization of heavy transportation through more efficient utilization;
- Minimization of the quantities of deliveries to stores and therefore reducing traffic congestion; and
- Provision of more effective hubs for distribution centres with the absorption of existing smaller centres into the network.

The proposed expansion to the existing integrated facilities is consistent with the objectives outlined above.



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### PART B SITE ANALYSIS

#### 2.1 Site Location

The Coles Myer Chilled Distribution Centre is located in the north-west corner of the M7 Hub with access from Old Wallgrove Road. The site (see **Figure 3**) comprises the following allotments:

- Lot 451 DP 1109136; and
- Lot 4 DP 1159804.

The site is located along Old Wallgrove Road and also has frontage to Roberts Road and Capicure Drive. The proposed development relates to an extension of the existing building to the south-east portion of the site, with the majority of works located within Lot 4 DP 1159804.

The overall combined site area is approximately 16.39 hectares in area, with frontage of approximately 300 metres to Old Wallgrove Road along the northern boundary and 700 metres to Roberts Road/Capicure Drive along the southern and western boundaries. The eastern boundary of the site adjoins industrial development.

Existing development on the site for the Coles Myer CDC includes:

- a large warehouse (36,890sqm) constructed from precast concrete panels with glazing
- a main office/ reception area (1,830sqm) on the western side of the warehouse
- a satellite office (1,080sqm) on the eastern side of the warehouse
- plant room (455sqm)
- security gatehouse (55sqm)
- 476 parking spaces (including visitor and accessible parking spaces)
- Hardstand (62,460sqm)
- Landscaping (13,940sqm on-site and 3,900sqm off-site)

The layout of existing development on the site, including can be seen in **Figure 4**. Vehicular access to the site is provided via Roberts Road. Separate car and truck entries are provided. Perimeter style truck access is available around the site.



**Figure 3. Site Location**

(Source: Land and Property Management Authority, 2013)



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Figure 4. Aerial Photo (showing recent development)  
(Source: Nearmap, 2012)

### 2.2 Existing Site Characteristics

The subject site is currently occupied by the existing Coles Myer Chilled Distribution Center (CDC), refer to **Figure 4**.

### 2.3 Land Ownership

The land is owned by BGA13 Pty Ltd.

### 2.4 Site Context

The site is located within an area which is characterised by emerging industrial development. The subject site sits amidst developed and undeveloped land.

The area surrounding the subject site is zoned industrial, hence it is anticipated the future use of the site for industrial land uses will not restrict the future development of adjoining land, refer to **Figure 5**.

The proposed earthworks will create a building pad for the development that responds to the characteristics of the site and its relationship with the adjoining development. The location of the development on the south-eastern end of the existing building will ensure the development is not visible from major roads including the Westlink M7 and Old Wallgrove Road. Appropriate landscape treatment of a new retaining wall to Capicure Drive will be provided.



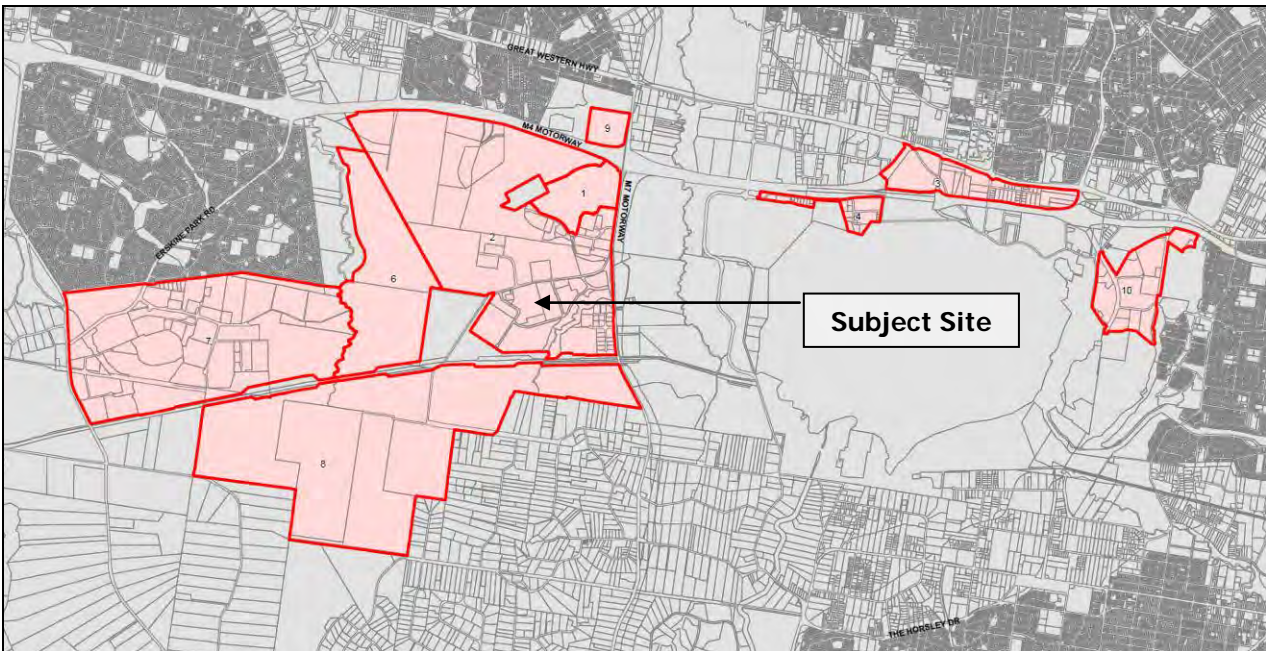
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The site is located within the Western Sydney Employment Area which is an 800 hectares of land centred around the M4 and M7 Motorways, refer to **Figure 6**. *State Environmental Planning Policy (Western Sydney Employment Area) 2009* was created to guide the development of this area and promote it as a key economic and employment driver for the region.



**Figure 5. Local Context**  
(Source: Nearmaps, 2012)

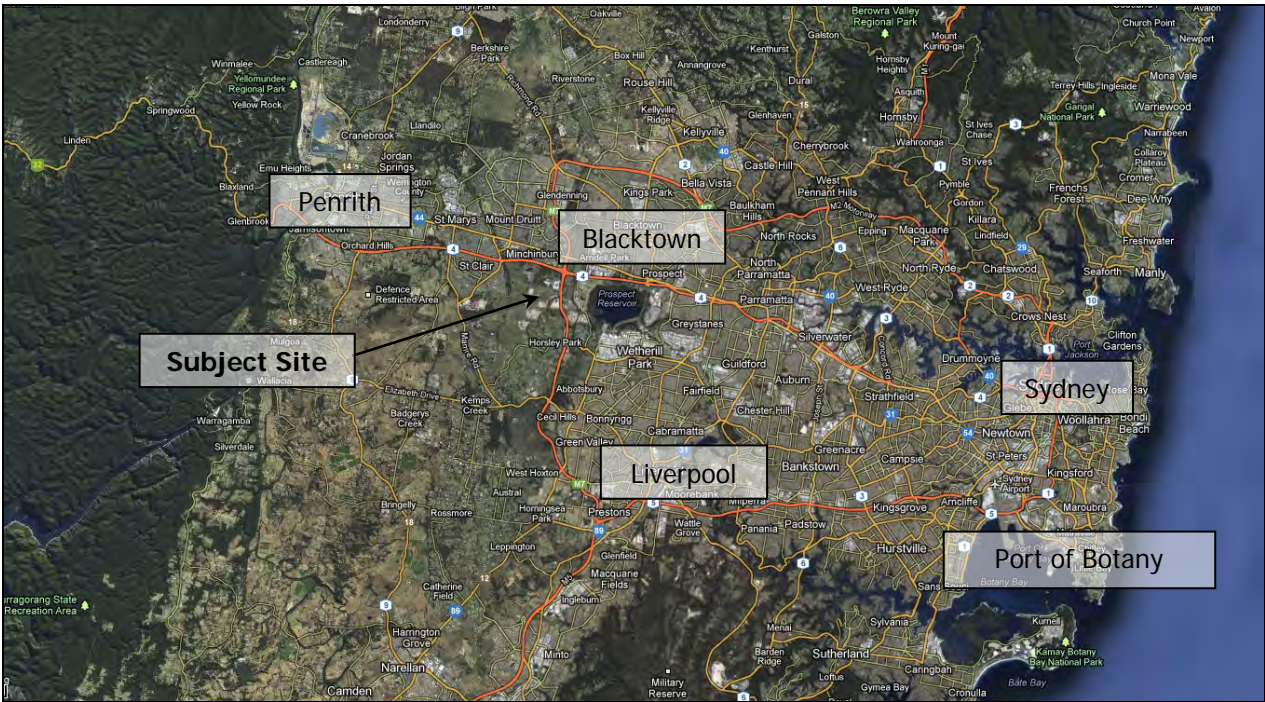


**Figure 6. SEPP (Western Sydney Employment Area) 2009 Land Application Map**  
(Source: Department of Planning, 2009)



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**Figure 7. Surrounding Context Map**  
(Source: Google Maps, 2013)



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### PART C PROPOSED MODIFICATIONS

#### 3.1 Description of the Proposal

The proposed development seeks to extend the existing Coles Myer Chilled Distribution Centre (CDC) at Old Wallgrove Road, Eastern Creek for use as warehouse and ancillary office.

Allowance was made in the original design for the future expansion of the CDC.

**Table 1. Gross Floor Area Schedule (GFA)**

	Existing	Proposed	Total GLA
<b>Office Area</b>	4,996	291	
<b>Warehouse Area</b>	36,895	12,028	
<b>Total GLA</b>	<b>41,891sqm</b>	<b>12,319sqm</b>	<b>54,210sqm</b>

The scope of proposed works is outlined below:

- *Bulk earthworks*
  - Site preparation works for the construction of the CDC expansion
  - Installation of services (electricity, water, sewer)
  - Connection to the existing established stormwater management system to store water in rainwater tanks and to drain water into the approved detention basin at Reedy Creek. New grated stormwater drain and underground rainwater tank
  - Construction of new (three tier) retaining wall along southern boundary to Capicure Drive wrapping around to the eastern boundary (single vertical) to Reedy Creek
- *Distribution centre*
  - Extension of existing warehouse for an additional 12,319sqm constructed of primarily metal wall cladding (including insulated walls) and metal roofing to match existing
  - Divide new floorspace into two areas for chilled fresh and perishable grocery products – one at 3 degrees and the other at 14 degrees
  - Fitout of new floorspace with selective racking, banana ripening rooms (within the existing freezer)
- *Associated buildings*
  - New dock office area (291sqm) attached to the eastern side of the distribution centre
- *Parking, hardstand and internal roads*
  - No additional parking spaces or driveway entries/ exits
  - New hardstand and driveway around the new warehouse
- *Service area*
  - No new service areas (existing service areas will cater for the proposed addition)
- *Landscaping*
  - New landscaping, concentrated along Capicure Drive
  - Planting to include native species
- *Operations*
  - Continuation of existing Coles Myer CDC hours of operation (i.e. 24 hours, 7 days per week)
  - Three shifts (6am to 2pm, 2pm to 10pm and 10pm to 6am)



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### ▪ *Signage*

- Two illuminated signs are proposed:
  - Eastern Elevation, 'Coles' (5m wide x 5m high, non-illuminated)
  - Western Elevation, 'Coles' (5m wide x 5m high, non-illuminated)
- The signs comprise red lettering with white background  
(Note: the signs are the same size and construction as the existing signs but are to be relocated from the existing location to the new extension and replaced with the new Coles logo)

The proposed addition is located on the southern end of the existing CDC warehouse, adjoining Capicure Drive, and will accommodate chilled storage areas. Part of the new addition will be chilled to 14 degrees, with the majority of the area chilled to 3 degrees for the safe storage of goods. A number of rapid roll doors are proposed as part of the new extension.

The new addition is approximately 12,319sqm in area and will include loading doors on both the eastern and western facades. There will be a new covered loading area and 14 recessed dock doors on the eastern wall and 18 recessed dock doors on the western wall.

The new addition is predominantly single storey warehouse with an office. The new dock office will comprise amenities, office and a driver waiting area. The new office has a floorspace area of approximately 291sqm.

The new addition will be constructed on a vacant part of the site and designed so that the new portion of the building is well integrated with the existing building. This was considered during the design and construction of the original CDC development.

External walls are a combination of metal wall cladding, metal roofing and metal roller shutter doors. Materials and colours have been carefully selected to match the existing.

The new southern wall will be setback 14.3 metres from Capicure Drive. The eastern and western walls are substantially setback from the side boundaries of the site to allow for adequate loading areas and truck turning paths.

The location and design of the proposed extension will have minimal impact on the established streetscape.

Parking is already available on the site. The total number of parking spaces to be provided is 476, including five (5) accessible parking spaces adjacent to the main building entry. Bicycle parking is also provided close to the main building entry. The proposed parking is considered sufficient to meet the operational needs of the industrial and office development.

Three (3) vehicular access points are provided to the development from Roberts Road. Separate truck and car access points exist on the site with two entry/ exit points for cars and one entry/ exist for trucks with a one-way access arrangement for truck circulation. This arrangement allows trucks to enter and exit the site in a forward direction.

The building will occupy a land tenancy of 16.5ha, this is a combined area of Lot 451 and Lot 4. The site coverage (existing and proposed) of the total building footprint (excluding canopy), being 55,389sqm, to this tenancy land area is 34%. The height of the new extension is 16.25m, only a minor increase to the building height of the existing warehouse.

The proposed development takes into consideration the site context, functional requirements, aesthetic value and orientation to a visually interesting and functional facility.

The proposed pad for the building will be up to 8 metres above existing surface levels, and it is expected that fill volumes of 42,000 cubic metres will be required, of this approximately 8,000 cubic metres will be high quality. The fill will support the single vertical reinforced earth retaining wall required along the



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eastern boundary of the site and a three tier reinforced earth wall along the southern boundary of the site. This will also integrate landscaping.

The site will be secured by fencing. Landscaping is concentrated to the southern boundary to Capicure Drive where a terraced wall is proposed comprising screening hedge, native grasses and ground covers and mature trees. Planting at the eastern boundary will conceal the retaining wall separating the site from the adjoining Reedy Creek Industrial Units, this landscape treatment will match the existing. The landscaped setback to Capicure Drive will improve the streetscape along this area. Due to the levels surrounding the site, the building will sit above the road but includes a densely landscaped retaining wall. The proposed landscaping will soften the building and public domain, the proposed materials and finishes will reduce the perceived bulk and scale of the industrial facility.

The staff numbers (existing and new) are outlined in **Table 2** below.

**Table 2. Staff Numbers**

	Forecast (2020)			Current (FY13)
	Direct	Indirects	Total	Total
Peak day, standard week	254	20	274	210
Peak day, peak week	304	20	324	240

Drawings illustrating the proposed development are detailed in **Table 3** below.

**Table 3. Schedule of Drawings**

Document Name	Plan No.	Date / Revision	Prepared by	Appendix
Location Plan/ Cover Sheet	DA01	E	SBA Architects	2
Site Plan CDC Expansion	DA02	F	SBA Architects	2
Ground Floor Plan CDC Expansion	DA03	I	SBA Architects	2
Roof Plan CDC Expansion	DA04	D	SBA Architects	2
Sections & Elevations Existing & Expansion	DA05	E	SBA Architects	2
Sections CDC Expansion	DA06	E	SBA Architects	2
Elevations CDC Expansion	DA07	E	SBA Architects	2
Dock Office Plans, Sections & Elevations	DA08	F	SBA Architects	2
Drawing List & General Notes	DA10	B	Costin Roe	4
Site Masterplan	DA15	C	Costin Roe	4
Erosion and Sediment Control Plan & Details	DA20	B	Costin Roe	4
Bulk Earthworks Plan	DA 30	C	Costin Roe	4
Bulk Earthworks Section Sheet 1	DA 35	C	Costin Roe	4
Bulk Earthworks Section Sheet 2	DA 36	C	Costin Roe	4
Concept Stormwater Catchment Plan	DA40	C	Costin Roe	4



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Concept Stormwater Plan – Sheet 1	DA41	C	Costin Roe	4
Concept Stormwater Plan – Sheet 2	DA42	C	Costin Roe	4
Concept Stormwater Details	DA45	B	Costin Roe	4
Finished Levels Plan – Sheet 1	DA51	D	Costin Roe	4
Finished Levels Plan – Sheet 2	DA52	D	Costin Roe	4
Retaining Wall Details	DA65	C	Costin Roe	4
Cover Sheet	000	C	Site Image	5
Landscape Plan	101	C	Site Image	5
Landscape Plan	102	C	Site Image	5
Landscape Section/ Details	501	C	Site Image	5



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### **3.2 Project Need and Consideration of Alternatives**

The objectives of the proposed extension to the Coles Myer Chilled Distribution Centre (CDC) are to increase the operational capacity of the CDC to meet the increasing demand for CDC facilities for Coles Myer. This will allow a higher standard of the provision of goods and services to the community.

The proposed works will:

- Provide an opportunity to further strengthen the role of this part of Blacktown City Council, as identified in State, regional and local strategic and statutory plans as an industrial precinct;
- Strengthen and complement the existing cluster of industrial developments along this part of Old Wallgrove Road, providing opportunities for employment growth;
- Generate further employment opportunities;
- Promote sustainable use of infrastructure through the extension of an existing facility, negating the need to develop new facilities on land elsewhere; and
- Reduced travel requirements by expanding the CDC facility at a central location with easy access to major transportation routes.

The CDC extension to create additional chilled storage areas will provide improved facilities for Coles Myer. The extension will be easily accommodated within the existing site, on an area of undeveloped and vacant land. The extension forms a logical addition to the existing building and will not significantly alter the overall operation of the facility.

Amenity to surrounding development will not be significantly impacted by the development.



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### PART D LEGISLATIVE AND POLICY FRAMEWORK

#### 4.1 Environmental Planning Instruments

The relevant matters for consideration required are addressed as follows:

##### 4.1.1 Sydney Metropolitan Strategy – City of Cities: A Plan for Sydney’s Future 2005

The Metropolitan Strategy (Metro Strategy) is the major planning initiative of the Department of Planning and Infrastructure to meet the challenges associated with:

- Population Growth over the next 25 years. Residential accommodation and employment opportunities are needed for an additional 1.1 million people who are projected to be living in the Greater Metropolitan Region by 2025.
- Dwindling land supply and the need to contain growth to protect conservation areas and agricultural land.
- Improvements to infrastructure, particularly public transport.
- More effective use of natural resources, particularly energy and water.

The Metro Strategy determines where the key centres in the Sydney Metropolitan area are located to determine opportunities for growth and employment generation.

There are five aims set out in the Metro Strategy to achieve these challenges. These are:

- Enhance Livability: Enhance Sydney’s livability, by ensuring a diverse choice of housing for an ageing and changing population, close to services, while protecting the character of our suburbs and communities.
- Strengthen Economic Competitiveness: Strengthen Sydney’s long-term economic prosperity by increasing the city and region’s competitiveness in globalised markets, and sharing the benefits across the city.
- Ensure Fairness: provide fair access to jobs, services and lifestyle opportunities by aligning services close to where people live, and by providing access to high quality transport.
- Protect The Environment: Protect Sydney’s unique environmental setting and reduce the city’s use of natural resources and production of waste.
- Improve Governance: Improve the quality of planning and decision making, and give the community confidence in our institutions.

There are seven strategies in the Metro Strategy designed as triggers to meet the above aims including ‘Economy and Employment’ which aims to strengthen globally competitive industry networks and clusters and increase innovation and skills development.

In spatial terms, the Strategy aims to:

- Protect employment lands in strategic locations
- Encourage the redevelopment of disused industrial sites in suitable locations served by utilities and public transport and proximate to the labour force – and improve opportunities for new investment and jobs in these areas; and
- Plan and develop new greenfield sites to meet demand in new growth areas and growth that cannot be accommodated in established areas.

The strategy for economy and employment forecasts 500,000 new jobs will be required in Sydney by 2031. The proposed expansion of the CDC facility means increased employment opportunities, which have a flow on effect to other sectors.

The Metro Strategy specifically identifies the need to protect and enhance employment lands in the M7 Motorway Corridor. The Strategy formally recognises the area referred to as the Western Sydney Employment Hub – a precinct containing 1,500 hectares of zoned industrial land with the potential to

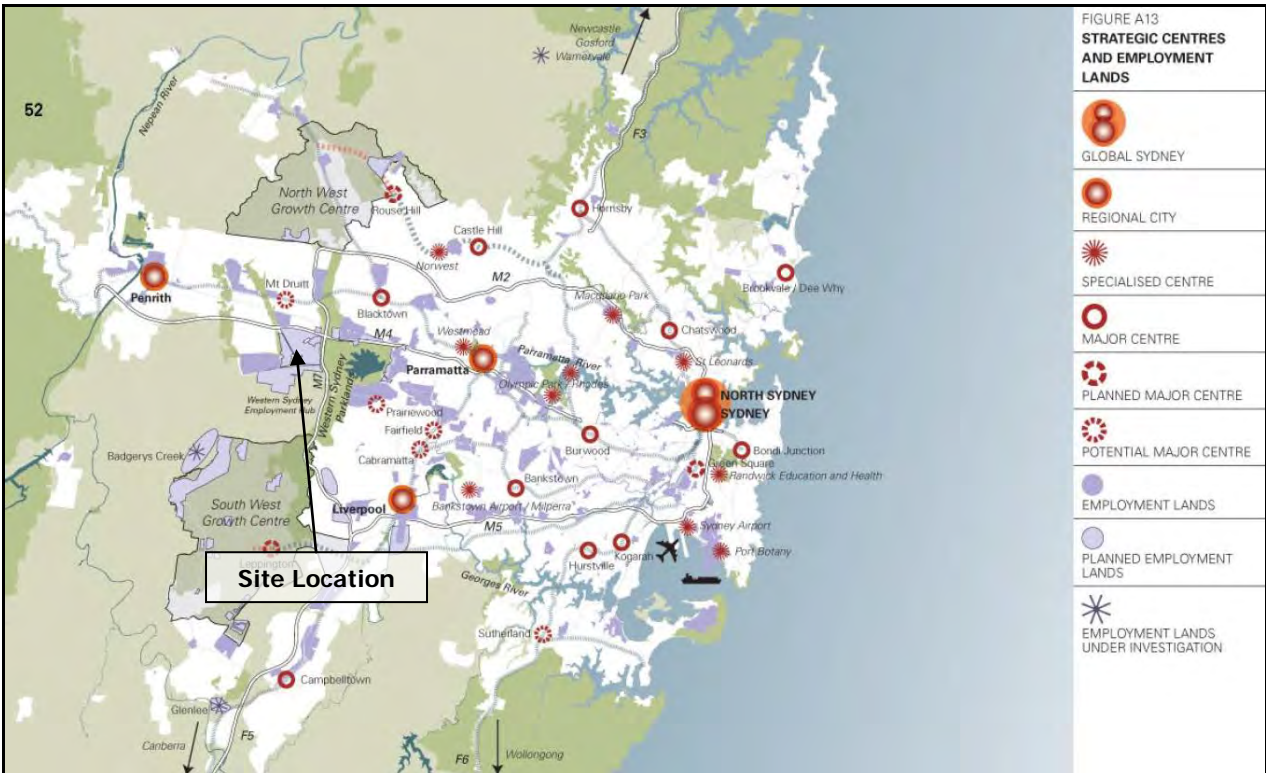


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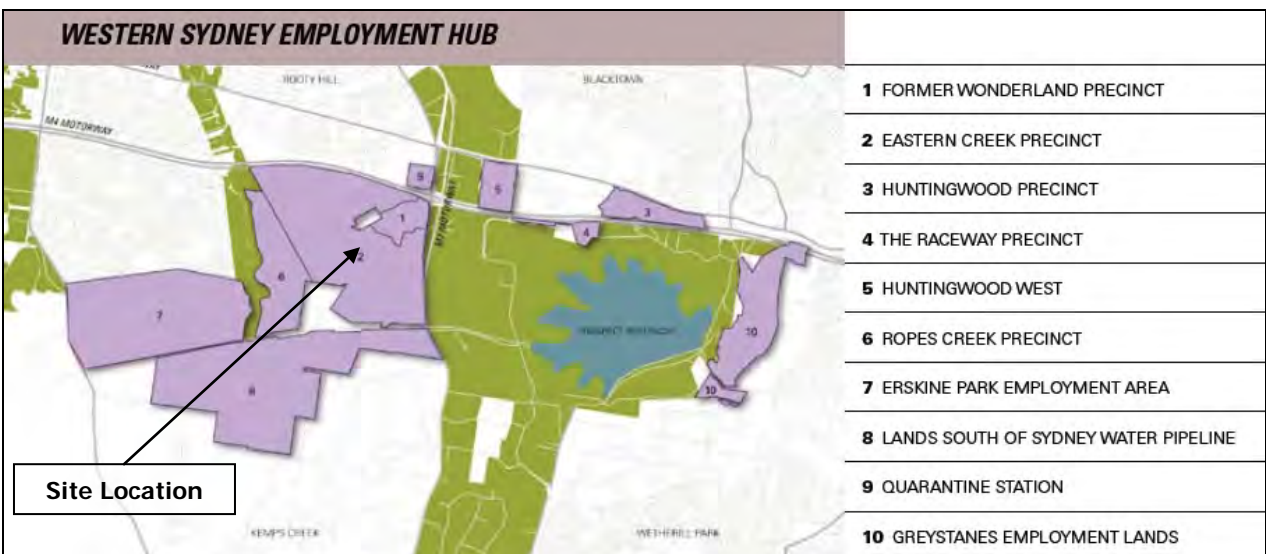
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generate over 1,000 hectares of additional employment land. The subject site is located within a Key precinct that makes up this hub and is consistent with the employment generating intent for this area.

It is considered that the project complies with the general aims of the strategy for Sydney as it supports the aim to strengthen economic growth while balancing social and environmental impacts. The expansion of the Coles Myer CDC facility will seek to meet the aims of the Sydney Metropolitan Strategy by strengthening the region's economic prosperity, providing jobs away from the declining industry and offering diversity and specialist services in line with the above strategies for Sydney as a whole.



**Figure 8. Strategic Centres and Employment Lands**  
 (Source: Metropolitan Plan for Sydney 2036, NSW Department of Planning, 2007)



**Figure 9. Western Sydney Employment Hub Map**  
 (Source: Metropolitan Plan for Sydney 2036, NSW Department of Planning, 2007)



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### 4.1.2 Metropolitan Transport Plan 2010

The Metropolitan Transport Plan 2010 'Connecting the City of Cities' is the NSW State Government's policy document for delivery of public transport services to a growing population across the Sydney Metropolitan area.

The Metropolitan Transport Plan 2010 aims to improve the commute to work, improve community access to transport and services, provide an efficient and integrated customer focused transport system and revitalise neighbourhoods with improved transport hubs.

The subject site has good access to the arterial road network making it easily accessible for the transportation of goods. Vehicle movements for the site are addressed in the traffic report prepared by Traffix which states that the traffic associated with the development can be accommodated within the road network upgrades proposed for the wider precinct. Refer to **Appendix 9**.

### 4.1.3 Draft Subregional Strategy – North West Region

The Draft North West Subregional Strategy translates objectives of the NSW Government's Metropolitan Strategy and the State Plan to the local level. The Sydney metropolitan area contains 10 subregions, each with a subregional strategy which is an interpretation of the Metropolitan Strategy at the subregional and local level. Blacktown City Council is part of the north west subregion which also includes Baulkham Hills, Blue Mountains, Hawkesbury and Penrith local government areas. The strategy identifies 140,000 dwelling houses and 130,000 new jobs as a growth target for the subregion as a whole.

Blacktown contains about a third of the subregion population with over 280,000 residents and covers an area of 240km<sup>2</sup>. The majority of housing and employment growth in this subregion is planned to occur within the north west growth centre and the Western Sydney employment hub.

Under the Strategy Blacktown is identified as transitioning from a Major Centre to a Regional City and has an employment capacity target of 128,000 (45,000 new jobs) by 2031 (**Figure 10**).

EMPLOYMENT CAPACITY TARGETS BY LGA FOR THE NORTH WEST SUBREGION (2001-2031)			
LGA	2001	2031	GROWTH
BAULKHAM HILLS	53,000	100,000	+47,000
BLACKTOWN	83,000	128,000	+45,000
BLUE MOUNTAINS	19,000	26,000	+7,000
HAWKESBURY	24,000	27,000	+3,000
PENRITH	58,000	86,000	+28,000
<b>TOTAL</b>	<b>237,000</b>	<b>367,000</b>	<b>+130,000</b>

**Figure 10. North West Subregional Strategy Employment Targets**  
(Source: Subregional Strategy, NSW Department of Planning, 2007)

Specifically, the Subregional strategy indicates that clustering of industries around the new M7 Motorway and development of the Western Sydney Employment Hub will be integral to achieving these targets and will provide opportunities for spin-off developments in nearby centres with opportunities for employment growth to be specifically explored within the Western Sydney Employment Lands Investigation Area.



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The proposed development is consistent with the Strategy in that it will:

- contribute to the development of Blacktown as a Regional City.
- contribute to achieving employment targets for Blacktown.
- provide an appropriate use of industrial lands for industrial use and employment purposes.

### 4.1.1 State Environmental Planning Policies

#### **State Environmental Planning Policy No. 59 – Central Western Sydney Regional Open Space and Residential** (Formerly Central Western Sydney Economic and Employment Area)

*State Environmental Planning Policy No. 59 – Central Western Sydney Regional Open Space and Residential* was originally gazetted in February 1999, as *State Environmental Planning Policy No. 59 - Central Western Sydney Economic and Employment Area* (SEPP 59).

SEPP 59 applied to a number of landholdings in Western Sydney to establish an urban development framework including employment generating, open space and residential land uses. A number of precincts within the SEPP 59 area were identified. As part of this structure, the Policy rezoned an area known as the Eastern Creek Precinct for employment purposes and provides a framework, through a precinct planning process, for detailed planning and development of the land. The location and extent of this Precinct is shown in **Figure 11**.

On 13 April 2000, the Minister notified that a portion of the Eastern Creek Precinct was declared a release area. This land occupies approximately 40ha and is known as Stage 1.

On 21 October 2002, the Minister notified that Stage 2 of the Eastern Creek Precinct was declared a release area. This land occupies approximately 12.4ha. The Eastern Creek Business Park Precinct Plan – Stages 1 & 2 was adopted by Council as the principle planning document controlling development in Stages 1 & 2.

On 7 March 2003, the Minister notified Council that the remaining land in the Eastern Creek Precinct was declared a release area (Stage 3). This stage occupies approximately 640ha of land bounded roughly by the M4 Motorway, Wallgrove Road, Sydney Water Pipeline, and the Sydney West electricity sub-station and transmission lines.

The subject site is located within Stage 3 of the Eastern Creek Precinct Plan. The Precinct Plan was adopted by Council on 7 December 2005, and came into force on 14 December 2005.

The Stages under the Eastern Creek Precinct of SEPP 59 are indicated in **Figure 12**.

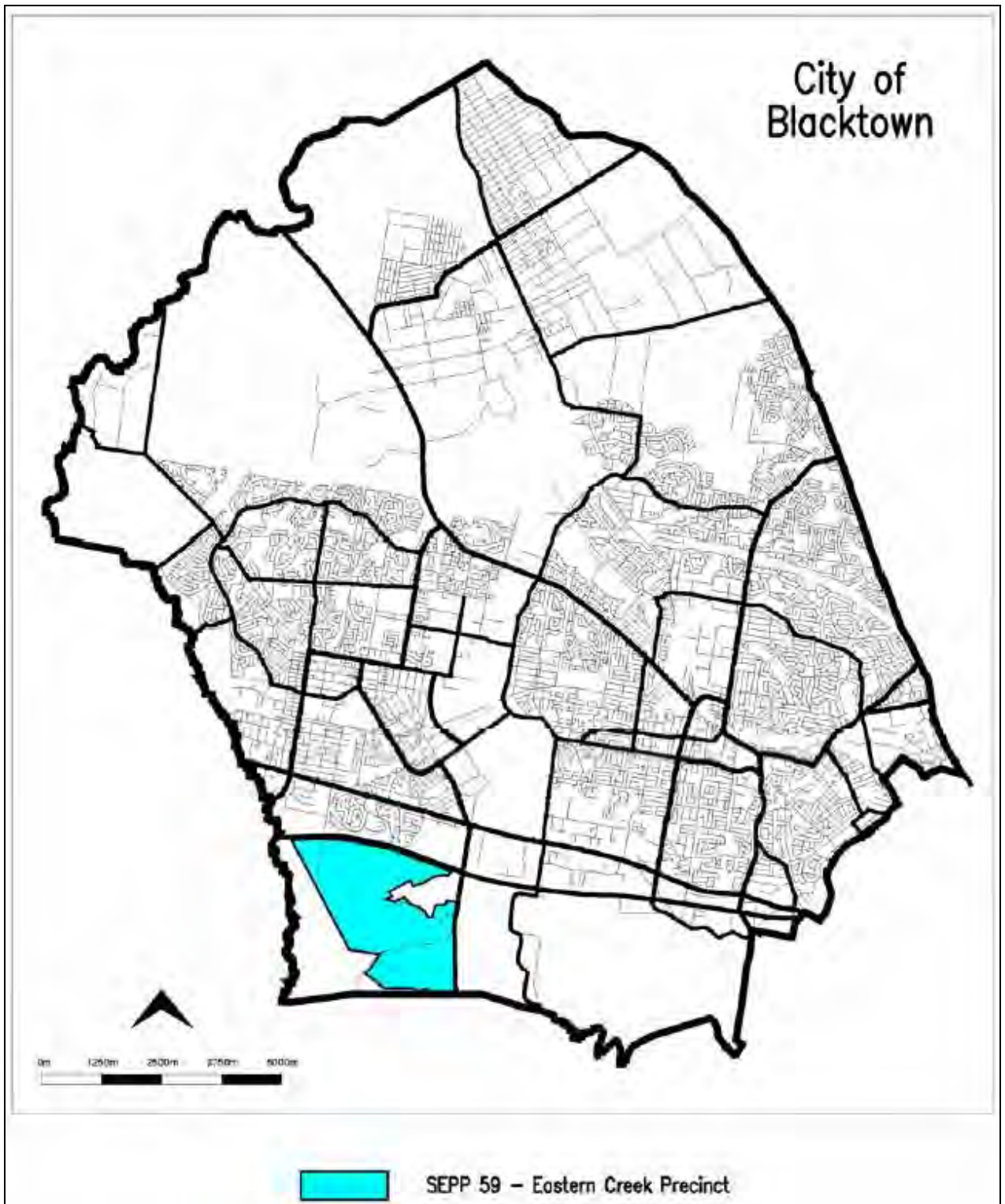
In December 2005, the then NSW Department of Planning (now Department of Planning and Infrastructure) announced steps to rationalise the application of development controls to the affected land and the provisions transitioned into *State Environmental Planning Policy (Major Projects) 2005* (now repealed) and later under *State Environment Planning Policy (Western Sydney Employment Area) 2009*. The name of SEPP 59 was also amended to remove the reference to employment and economic development.

The only sections of SEPP 59 still applicable to the proposed development are included in the Eastern Creek Precinct Plan (Stage 3) which has been given force by Clause 19 of *State Environmental Planning Policy (Western Sydney Employment Area) 2009* as considered below.



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**Figure 11. SEPP 59 Eastern Creek Precinct**  
(Source: Eastern Creek Precinct Plan)



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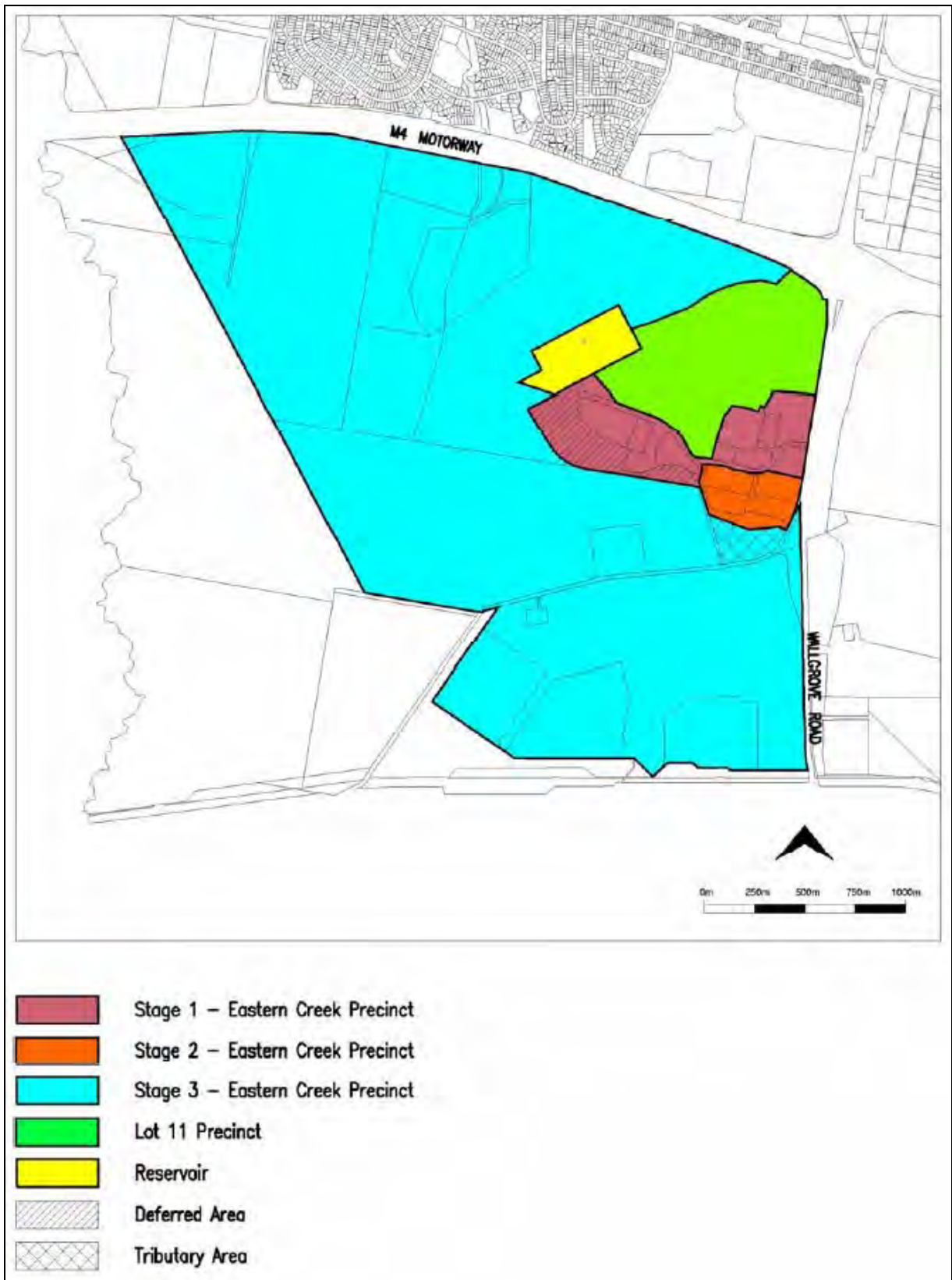


Figure 12. SEPP 59 Eastern Creek Precinct Stages  
(Source: Eastern Creek Precinct Plan)



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### State Environment Planning Policy (Western Sydney Employment Area) 2009

The proposed development is to be undertaken on land that is subject to the provisions of *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (Employment Area SEPP). The relevant provisions of the Employment Area SEPP are addressed as follows:

#### *Zoning and Permissibility*

The site is zoned IN1 General Industrial under the Employment Area SEPP (**Figure 13**). The objectives of zone IN1 are:

- *To facilitate a wide range of **employment-generating development** including industrial, manufacturing, **warehousing, storage and research uses and ancillary office space.***
- *To encourage employment opportunities along motorway corridors, including the M7 and M4.*
- *To minimise any adverse effect of industry on other land uses.*
- *To facilitate road network links to the M7 and M4 Motorways.*
- *To encourage a high standard of development that does not prejudice the sustainability of other enterprises or the environment.*
- *To provide for small-scale local services such as commercial, retail and community facilities (including child care facilities) that service or support the needs of employment-generating uses in the zone.*

The following land uses are permissible with consent:

*Depots; Food and drink premises; Freight transport facilities; Industrial retail outlets; Industries (other than offensive or hazardous industries); Neighbourhood shops; Roads; Service stations; Transport depots; Truck depots; **Warehouse or distribution centres.***

The proposal is consistent with the objectives of the IN1 General Industrial zone as it provides a warehouse and distribution space that foresees employment growth. Further, warehouse and distribution centres uses are permissible with consent. The proposed works fit the definition of 'Warehouse and distributions centre', meaning "*a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made.*"

The proposal is permissible with development consent within the IN1 General Industrial Zone.



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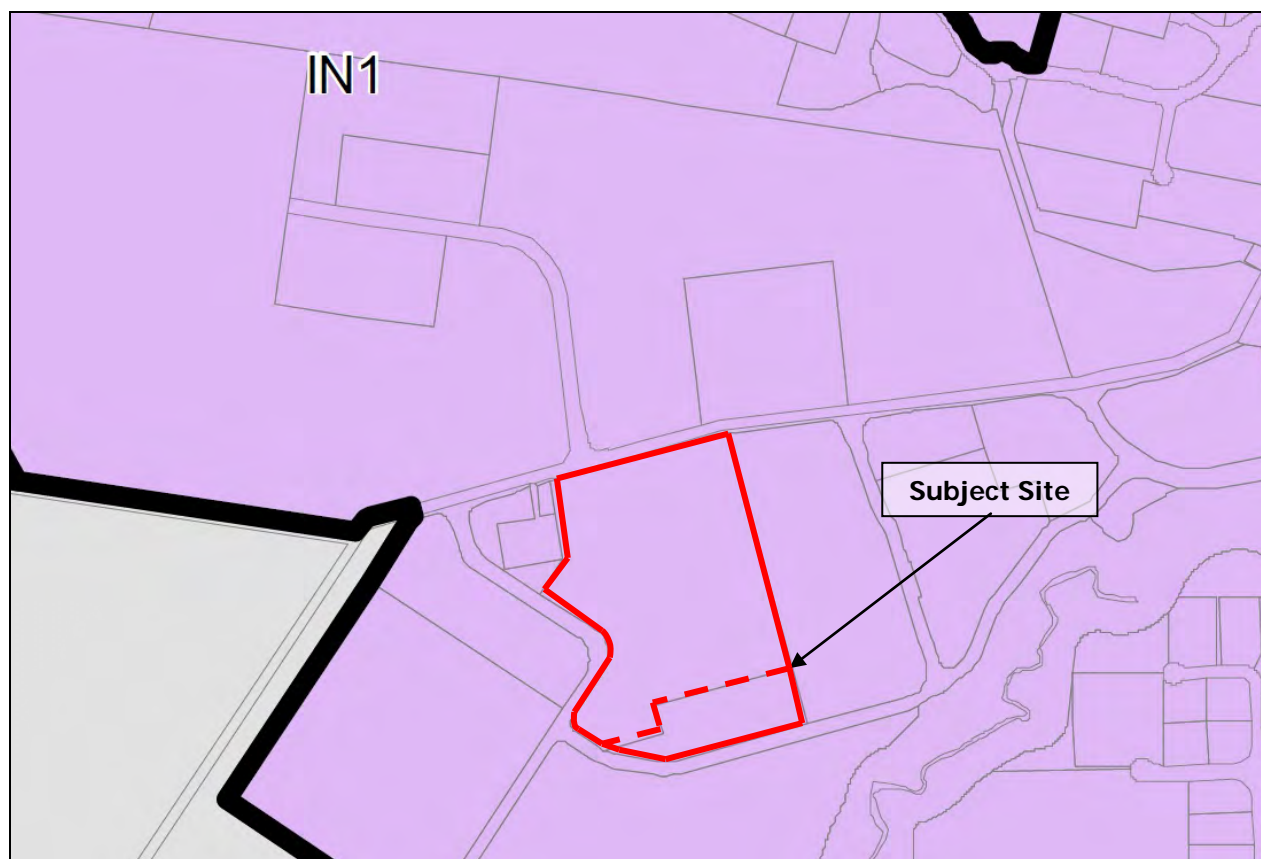


Figure 13. Zoning Map – State Environmental Planning Policy (Western Sydney Employment Area) 2009  
(Source: Blacktown City Council, 2012)

### *Development Control Plans*

Clause 18 of SEPP (Western Sydney Employment Area) 2009 provides that the consent authority must not grant consent to development on any land to which this Policy applies unless a development control plan has been prepared for that land, unless provided for by Clause 19.

Clause 19 states:

- (1) The consent authority may grant consent to development on any land to which this Policy applies without a development control plan being prepared for that land if the consent authority is satisfied that an existing precinct plan applies to that land.*
- (2) In determining a development application that relates to any land to which an existing precinct plan applies, the consent authority is to take the existing precinct plan into consideration.*
- (3) In this clause, **existing precinct plan** means any of the following Precinct plans prepared under State Environmental Planning Policy No 59—Central Western Sydney Economic and Employment Area and in force as at the commencement of this Policy:
  - (b) Eastern Creek Precinct Plan (Blacktown LGA), approved March 2004 (stages 1 and 2) and December 2005 (stage 3)**

The subject site is located within the area covered by the Eastern Creek Precinct Plan (Stage 3), and does not need the preparation of a Development Control Plan. The relevant provisions of the Precinct Plan are addressed under Development Control Plans at **Section 4.3** of this report.



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### ***Ecologically Sustainable Development***

Clause 20 states that the consent authority must not grant consent to development unless it is satisfied that the development contains measures designed to minimise:

- (a) the consumption of potable water, and
- (b) greenhouse gas emissions.

The proposed stormwater system is a dual pipe system, consistent with the existing system established on the site. The development includes water reduction and reuse strategies to minimise use of potable water on the site. Hardstand runoff is to be collected in a below ground rainwater tanks for reuse in the building for toilet flushing and for external irrigation or exported to Prospect reservoir.

### ***Height of Buildings***

No maximum building height applies to the site. The consent authority must consider whether:

- (a) *building heights will not adversely impact on the amenity of adjacent residential areas, and*
- (b) *site topography has been taken into consideration*

The proposed extension warehouse component of the development has a height of 16.25 metres. The office component of the development is 4.9 metres. As there are no residential areas within the immediate vicinity of the proposed development site there is no foreseeable impact. External awnings will allow for adequate clearance distances for trucks.

The proposed heights are designed to meet operational requirements. The building will be sited below the road which will reduce the building bulk and provide articulation to the facades of the development.

### ***Rainwater Harvesting***

*The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that adequate arrangements will be made to connect the roof areas of buildings to such rainwater harvesting scheme(if any) as may be approved by the Director- General.*

An underground rainwater tank is proposed and water will be reused for non-potable activities on the site (or exported to Prospect reservoir).

### ***Development Adjoining Residential Land***

The proposed development is located within the middle of the industrial estate and does not adjoin any residential land.

### ***Development Involving Subdivision***

The proposed development does not involve subdivision.

### ***Public Utility Infrastructure***

It is proposed that the site will be connected to essential services. Essential services are already available to the site.

### ***Development on or in Vicinity of Proposed Transport Infrastructure Routes***

The proposal is not located on or in vicinity of proposed transport infrastructure routes indicated on the Transport and Arterial Road Infrastructure Plan Map (**Figure 14**).



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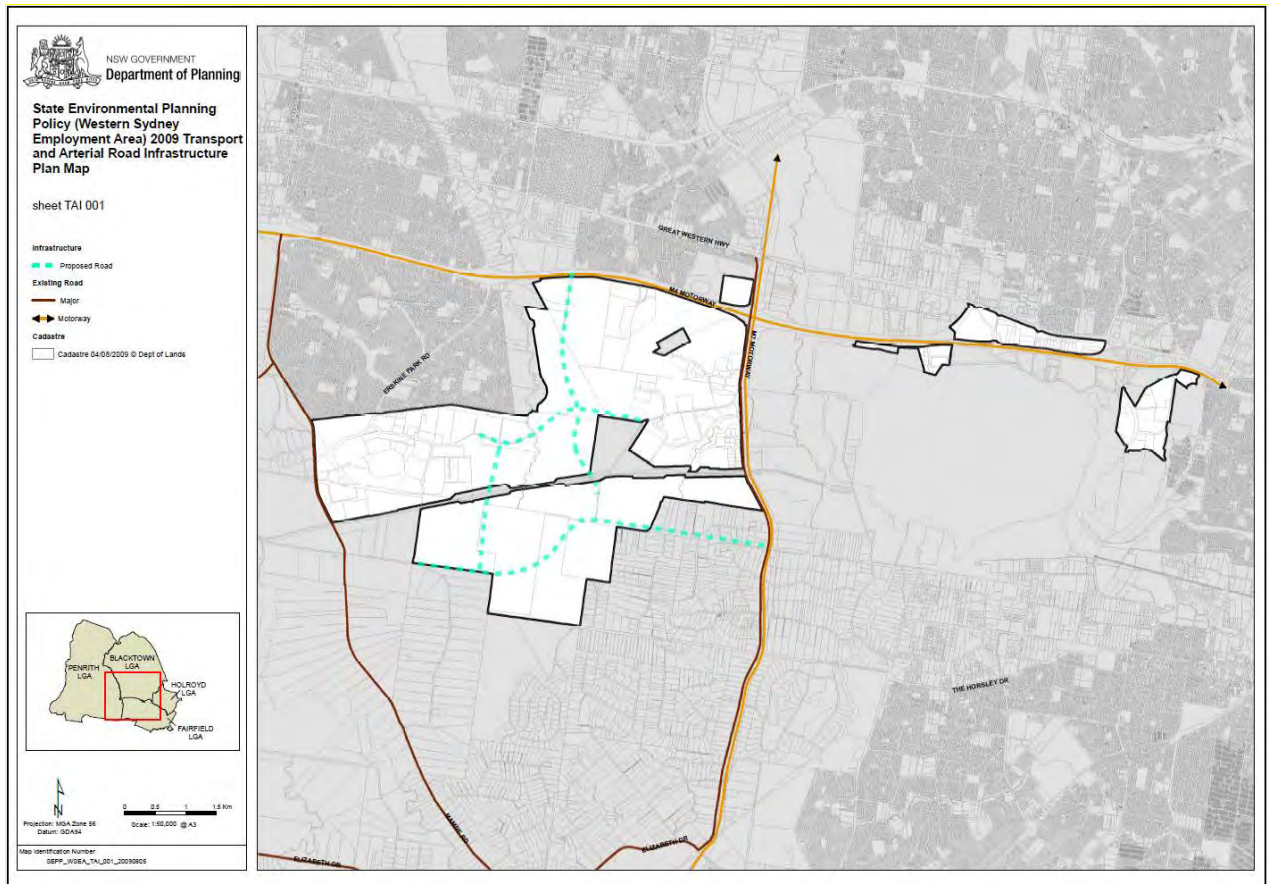


Figure 14. SEPP 59 (Western Sydney Employment Area) 2009 Transport and Arterial Road Infrastructure Plan Map  
(Source: NSW Government)

### *Industrial Release Area – satisfactory arrangements for the provision of regional transport infrastructure and services*

The proposal is within the Industrial Release Area defined on the Industrial Release Area Map (Figure 15) and will be subject to contributions toward to provision of regional transport infrastructure and services as applicable.



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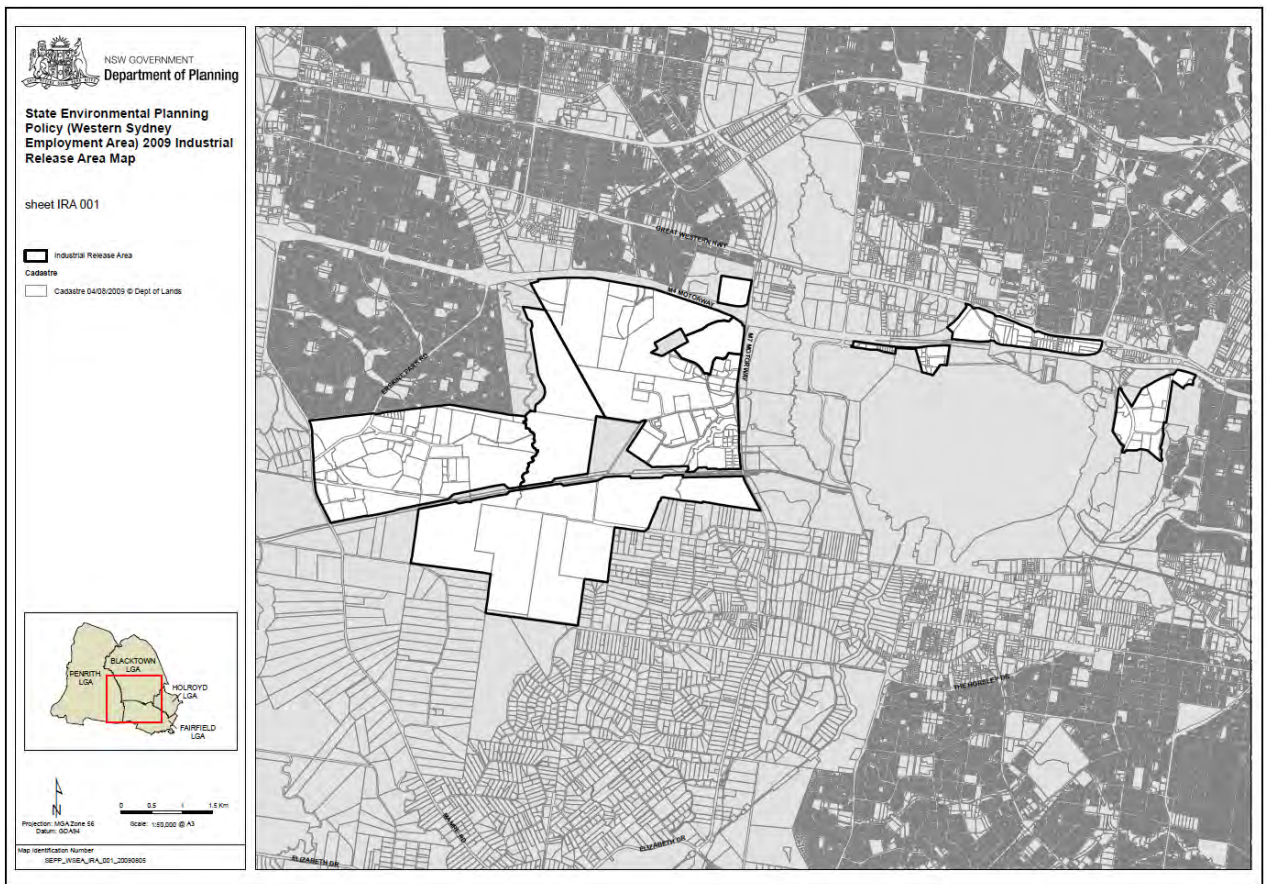


Figure 15. SEPP 59 (Western Sydney Employment Area) 2009 Industrial Release Area Map  
(Source: NSW Government)

### *Controls relating to Miscellaneous Permissible Uses*

The proposal does not involve any miscellaneous permissible uses.

### *Design Principles*

In determining a development application that relates to land to which this Policy applies, the consent authority must take into consideration whether or not:

- the development is of a high quality design, and*
- a variety of materials and external finishes for the external facades are incorporated, and*
- high quality landscaping is provided, and*
- the scale and character of the development is compatible with other employment-generating development in the precinct concerned.*

The proposal satisfies the listed considerations as it provides for construction of a new high-quality designed industrial facility constructed with superior materials and products.

The building is designed with a variety of materials and colours, including:

- External walls are a combination of metal wall cladding elements and insulated wall panels including feature brand insulated wall panels (translucent metal cladding panels to dock office)
- Metal roofing
- Metal roller shutter doors and rapid roll doors

The colours will match the colours of the existing Coles Myer CDC warehouse as indicated on the elevations.



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Landscaping is detailed on the Landscape Plan prepared by Site Image (**Appendix 5**). The design incorporates a variety of treatments along the proposed terraced wall including mature tree plantings using native selections, grass, and shrubs to achieve the intended purpose and maintain suitable site lines and avoid potential lurking areas. Existing landscaping along Old Wallgrove Road, the site entries (from Capicure Drive) and the internal car park.

Particular focus has been afforded to the southern boundary of the site adjoining Capicure Drive to ensure appropriate presentation to this road as well as provide appropriate treatment to the retaining wall which runs along the southern and eastern boundaries of the site.

Lighting around the new extension will be provided.

Overall, the proposal is consistent with the scale and design of adjoining facilities in the Precinct and contributes to the employment generating intent of the locality.

### ***Preservation of Trees or Vegetation***

The development site has been previously disturbed and does not contain any significant vegetation. No tree removal is required.

### ***Infrastructure Development and use of Existing Buildings of the Crown***

The provisions relating to infrastructure development and buildings of the Crown do not apply to the proposal.

## **State Environmental Planning Policy (Infrastructure) 2007**

State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure) repeals the former State Environmental Planning Policy No. 11 – Traffic Generating Development and provides for certain proposals, known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (RMS) (formally the Roads and Traffic Authority) for concurrence. Referral may be required for the erection of new premises, or the enlargement or extension of existing premises where their size or capacity satisfy certain thresholds.

Schedule 3 lists the types of development that are defined as Traffic Generating Development. The referral thresholds for 'Industry' development are:

- 20,000m<sup>2</sup> or more in area with site access to any road; or
- 5,000m<sup>2</sup> or more in area where the site has access to a classified road or to a road that connects to a classified road (if access is within 90 metres of connection, measured along the alignment of the connecting road).

The new extension to the industrial premises will have a total area of 12,319sqm. The site is located along Old Wallgrove Road and the nearest access to the site is greater than 90 metres to Old Wallgrove Road which is a Classified Road. Therefore, the proposal does not require referral to RMS under the provisions of SEPP (Infrastructure) 2007.

## **State Environmental Planning Policy No 64 – Advertising and Signage**

SEPP 64 applies to all signage:

- (a) *that, under another environmental planning instrument that applies to the signage, can be displayed with or without development consent, and*
- (b) *is visible from any public place or public reserve.*



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The proposal involves the erection of two (2) wall signs for business identification including:

- East Elevation (non-illuminated sign)
  - Coles (5m W x 5m H)
- West Elevation (non-illuminated sign)
  - Coles (5m W x 5m H)

Pursuant to Clause 8 of SEPP 64, a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied:

- (a) *that the signage is consistent with the aims/objectives of the Policy, and*
- (b) *that the signage satisfies the assessment criteria specified in Schedule 1 of the SEPP.*

These matters are addressed below.

### ***Aims and Objectives of SEPP 64***

*SEPP 64 aims:*

- (a) *to ensure that signage (including advertising):*
  - (i) *is compatible with the desired amenity and visual character of an area, and*
  - (ii) *provides effective communication in suitable locations, and*
  - (iii) *is of high quality design and finish, and*
- (b) *to regulate signage (but not content) under Part 4 of the Act, and*
- (c) *to provide time-limited consents for the display of certain advertisements, and*
- (d) *to regulate the display of advertisements in transport corridors, and*
- (e) *to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.*

The signage will be located within the Eastern Creek industrial area which is characterised by development exhibiting signage of a similar scale and design to the proposed development.

The proposal will be appropriate in providing identification to the site, without having any significant impact on any transport corridor, defined under the SEPP as:

- (a) *land comprising a railway corridor,*
- (b) *land comprising a road corridor,*
- (c) *land zoned industrial under an environmental planning instrument and owned, occupied or managed by the RTA or RailCorp.*

For the purpose of this definition, road corridor is further defined as:

- (a) *land comprising a classified road or a road known as the Sydney Harbour Tunnel, the Eastern Distributor, the M2 Motorway, the M4 Motorway, the M5 Motorway, the M7 Motorway, the Cross City Tunnel or the Lane Cove Tunnel, and associated road use land that is adjacent to such a road,*
- (b) *land zoned for road purposes under an environmental planning instrument,*
- (c) *land identified as a road corridor in an approval of a project by the Minister for Planning under Part 3A of the Act.*

The development area is significantly removed from any major road. The industrial building is over 1km to the Westlink M7. The signs are proposed on the eastern and western facades which are setback away from Old Wallgrove Road.

The proposed signage is considered to be compatible with the stated aims as it provides only for business identification purposes. The intended signage locations are within an industrial context locality with no adverse impact on any transport corridor to result. The scale of the proposed signage is appropriate to the proposed building form.



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### Assessment Criteria

The assessment criteria under Schedule 1 of the SEPP is addressed in **Table 4** and demonstrates the proposed signs are acceptable in terms of impacts.

**Table 4. SEPP 64 Assessment Criteria**

Criteria	Proposal Compliance
<b>1 Character of the area</b>	
<i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i>	Yes, the proposal will be undertaken within the Eastern Creek industrial precinct which is characterised by development with signage as well as advertisements for a variety of purposes.  A number of industrial facilities near the site, including adjoining land have erected signage of similar scale and type.
<i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	Yes, as above.
<b>2 Special areas</b>	
<i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i>	Whilst a number of non-Indigenous heritage items exist in the Stage 3 Eastern Creek Precinct, the site is removed from these items and their curtilages. The proposed signage only provides business identification and will not detract from the amenity or visual quality of heritage items within the Precinct.
<b>3 Views and vistas</b>	
<i>Does the proposal obscure or compromise important views?</i>	No, the building on which the proposed signage will be positioned is located within an area earmarked for industrial development.
<i>Does the proposal dominate the skyline and reduce the quality of vistas?</i>	No, the proposed illuminated signs are located on only two elevations, below the ridge height of the structure. The signage is considered to be of a reasonable scale and location on the building and will not be dominant on the skyline.
<i>Does the proposal respect the viewing rights of other advertisers?</i>	Yes, the signage will be restricted to two elevations and will not obstruct viewing towards any other signage.
<b>4 Streetscape, setting or landscape</b>	
<i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i>	Yes, the signage is appropriate for the setting provided on the site and the location of the site within the industrial precinct.
<i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i>	Yes, the signs are to be used to provide an identity to a building, and identifying the tenant.
<i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i>	Signage for business identification is proposed. These are considered reasonable and will not result in signage clutter.
<i>Does the proposal screen unsightliness?</i>	No, the signage is not used as a visual screen or filter.
<i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	No, the signage will not be dominant on the skyline. It will be located below the roof level.



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<i>Does the proposal require ongoing vegetation management?</i>	No.
<b>5 Site and building</b>	
<i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i>	Yes, the signs are of suitable scale and design for its intended purpose. The signage will only occupy a small proportion of the building façades.
<i>Does the proposal respect important features of the site or building, or both?</i>	Yes, the signs will not be the predominant visual feature of the building and will remain below the roof line.
<i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	Yes, the signage is logically positioned to identify the building to develop its profile and identify its tenant.
<b>6 Associated devices and logos with advertisements and advertising structures</b>	
<i>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</i>	All signs will be of high quality construction and suitable structure.
<b>7 Illumination</b>	
<i>Would illumination result in unacceptable glare?</i>	The proposed wall signs are non-illuminated.
<i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i>	The proposed wall signs are non-illuminated.
<i>Would illumination detract from the amenity of any residence or other form of accommodation?</i>	The proposed wall signs are non-illuminated.
<i>Is the illumination subject to a curfew?</i>	The proposed wall signs are non-illuminated.
<i>Can the intensity of the illumination be adjusted, if necessary?</i>	The proposed wall signs are non-illuminated.
<b>8 Safety</b>	
<i>Would the proposal reduce the safety for any public road?</i>	The signs will not be positioned to cause any hazard for any road.
<i>Would the proposal reduce the safety for pedestrians or bicyclists?</i>	The signs on the building façades and are not considered to reduce safety for pedestrians or bicyclists. The directional signs are positioned to provide clear and legible information.
<i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i>	The signs will not cause disruption of any sightlines from public areas.

Based on the above, the proposal is considered consistent with the provisions of SEPP 64.



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### 4.1.2 Deemed State Environmental Planning Policies

As of 1 July 2009, regional environmental plans (REPs) no longer form part of the environmental planning instrument hierarchy. All existing REPs are now deemed State Environmental Planning Policies.

#### Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River

As of 1 July 2009, regional environmental plans (REPs) no longer form part of the environmental planning instrument hierarchy. All existing REPs are now deemed State Environmental Planning Policies (deemed SEPPs). Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (SREP 20) applies to the site.

SREP 20 covers water quality and quantity, environmentally sensitive areas, riverine scenic quality, agriculture, and urban and rural residential development. It controls development that has the potential to impact on the river environment. The plan applies to all parts of the catchment in the Sydney Region including the Blacktown Local Government Area.

The Civil Engineering plans and report prepared by Costin Roe (**Appendix 3 & 4**) outlines that the proposed stormwater system will consist of a system which conveys stormwater from the warehouse roof, parking areas and truck circulation areas to the existing stormwater system and site discharge point via various water quality improvement devices.

The proposal will include rainwater harvesting with re-use for non-potable applications. Internal uses include such applications as toilet flushing while external applications will be used for irrigation. Rainwater may be exported to Prospect reservoir in accordance with the arrangement for the existing CDC development.

The civil engineering design for the site addresses stormwater quality and quantity to reduce both peak flows and pollutant loads in stormwater leaving the site. The operational phase of the development includes a treatment train incorporating the use of pit inserts and an estate level bioretention basin system to mitigate the likely increase in stormwater pollutant load generated by the development. A piped system and overland flow path system are to be used to manage stormwater run-off from the site.

The MUSIC model was chosen to model water quality in accordance with the parameters provided by Blacktown Council, and based on base water demands and the 80% reduction in non-potable water demand. Concept Stormwater Catchment Plans showing MUSIC catchment are attached at **Appendix 4**.

### 4.1.3 Local Environmental Plans

#### Blacktown Local Environmental Plan 1988

Use of land in the Blacktown Local Government Area (LGA) is primarily controlled by the provisions of *Blacktown Local Environmental Plan 1988* (BLEP 1988).

However, Clause 3 of BLEP 1988 states that provisions of that Plan do not apply to land to which *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (Employment Area SEPP) applies. As the site is land to the Employment SEPP relates, the provisions of BLEP do not apply to the proposed development.

## 4.2 Draft Environmental Planning Instruments

No Draft Environmental Planning Instruments apply to the proposal.



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### 4.3 Development Control Plans

#### Eastern Creek Precinct Plan (Stage 3)

The Eastern Creek Precinct Plan (Stage 3) is a deemed Development Control Plan applying the site pursuant to *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (See **Section 5.1** above). The relevant sections of the Precinct Plan are addressed as follows:

##### **Section 1- Introduction**

###### ▪ Objectives

The objectives of the Eastern Creek Precinct Plan (Stage 3) are to:

- (a) *promote economic growth and employment opportunities within Central Western Sydney; and*
- (b) *ensure the orderly provision of infrastructure and services; and*
- (c) *provide a safe and efficient stormwater management system that minimises stormwater impacts on the environment; and*
- (d) *ensure ecologically sustainable development that takes an active approach to anticipating and preventing damage to the environment; and*
- (e) *minimise the impact of development on areas of high biodiversity, archaeological significance, and heritage; and*
- (f) *ensure the traffic and public transport needs for the Precinct are achieved; and*
- (g) *ensure the best possible urban design outcomes are achieved; and*
- (h) *ensure the community service needs of the working population are met; and*
- (i) *allow for the provision of adequate open space for the use and enjoyment of the working population; and*
- (j) *ensure the provision of high quality landscaping throughout the Precinct.*

The proposal is for an extension to an existing industrial development that will provide increased jobs without resulting in any significant environmental impact. A high quality built environment, including structural design, appropriate transportation considerations and landscaping have been provided to the proposal to ensure a high quality amenity is provided. The site location responds to the existing development, forming a logical extension to the established industrial warehouse with access to infrastructure and services. Truck circulation and movements within the site are well integrated with the existing arrangement.

##### **Section 2 – Development Concept**

The site characteristics have informed the design of the extension to the existing industrial facility. The development is consistent with the Concept Masterplan prepared for the Stage 3 Eastern Creek Precinct. No change to the major road network is proposed. Additionally, no impact on areas identified as drainage, riparian corridor, visually sensitive or conservation is to result.

##### **Section 3 – Economic Development and Employment**

The Precinct Plan recognises:

*"The SEPP 59 employment lands offer an opportunity to overcome some of these issues through a targeted approach to investment and working with the labour force to match their skills to the needs of investors. The development of the employment lands has the potential to expand the local job stock, thus contributing towards a greater level of self-containment in the area, yielding positive implications economically, socially, and environmentally."*

The particular objectives in relation to economic development and growth are:

- (a) *Establish a high quality industrial Precinct that provides diversity in employment opportunities and economic development to benefit Blacktown and Central Western Sydney.*
- (b) *Provide a range of development consistent with the provisions of SEPP 59 and having regard to the location of the site in close proximity to the junction of the M4 Motorway and the M7 Motorway.*



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- (c) Provide for a range of community services that service the daily convenience needs of the local workforce and visitors, and the needs of local businesses and activities.*
- (d) Enhance the skill of the local workforce through the provision of appropriate facilities for the training of apprentices, and ongoing training and development.*
- (e) Contribute to the increased levels of skill matching with the local workforce.*
- (f) Development should aim to achieve a minimum employment density target of 45 jobs per (sic) in order to achieve the overall projected on-site employment forecast of approximately 20,000 jobs for the whole Precinct.*

The proposal is consistent with the objectives for economic development and employment as it is for an addition to an existing industrial facility in response to growth of the business. The additional warehouse and office space will result in additional employment opportunities and prospects for further business growth.

The facility is also positioned in an advantageous location near the intersection of the major regional road network.



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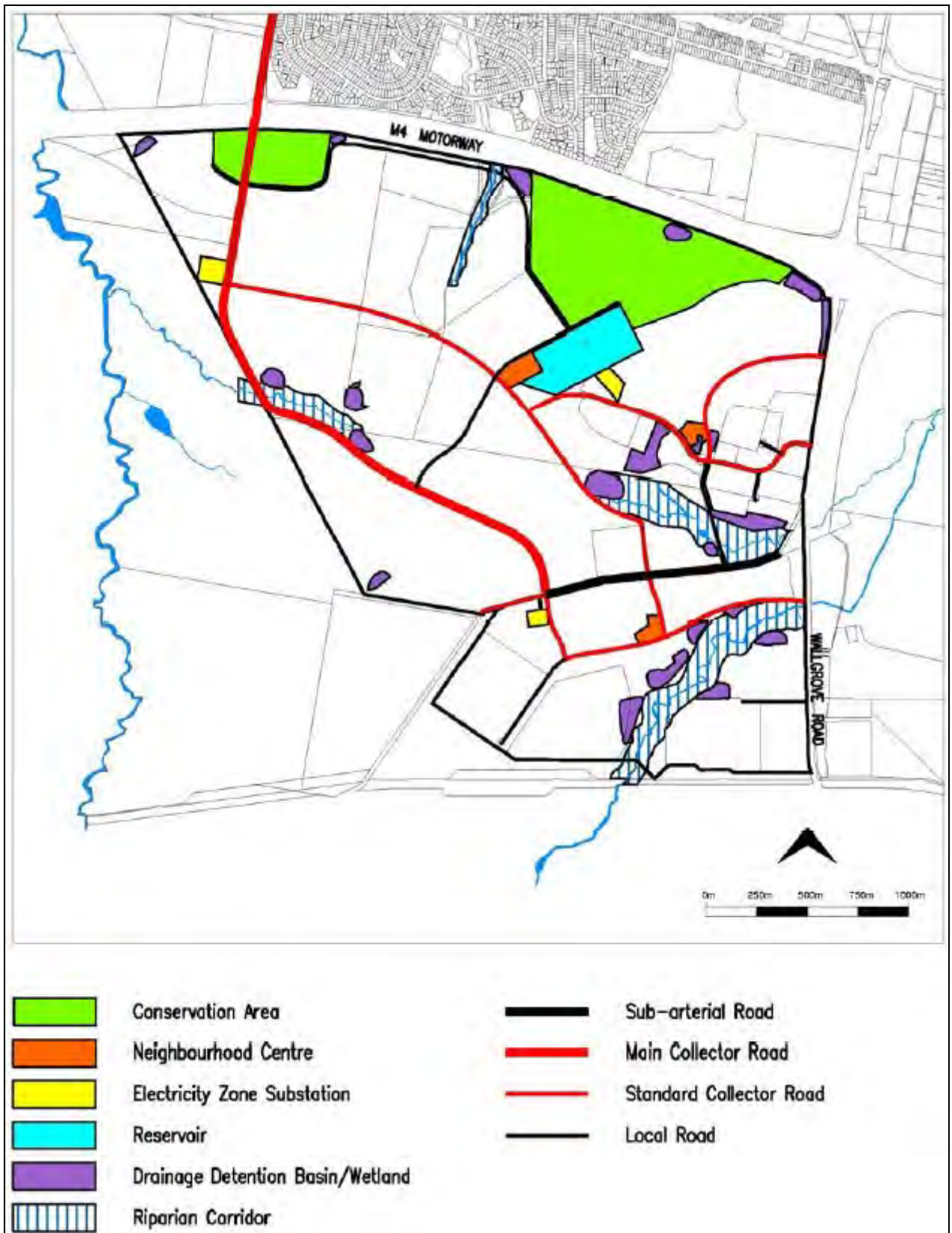


Figure 16. Eastern Creek Precinct (Stage 3) Development Concept  
(Source: NSW Government)



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### **Section 4 – General Services**

All essential services will be provided to the site.

- Water services
- Sewerage services
- Power
- Telecommunications

The services will conform to the installation and operational requirements of the relevant service providers and the requirements of Blacktown City Council. Services have been established for the existing CDC warehouse and can easily be extended.

### **Section 5 – Stormwater Management**

The site is located within the Eastern Creek Tributary Catchment. The objectives in terms of stormwater are as follows:

*(a) Environmental*

- (i) Provision of appropriately designed, functional stormwater facilities that provide a safe, efficient and sustainable urban water management system;*
- (ii) Maintain or improve impacts of sedimentation and pollutants;*
- (iii) Limitation of downstream discharge peaks and velocities to emulate the predeveloped status of the site;*
- (iv) Maintenance of existing (predeveloped rural or better) downstream peak flow rates; and*
- (v) Preserve and improve the ecological integrity of the watercourses and riparian corridors.*

*(b) Urban Amenity*

- (i) Provision of a stormwater management strategy that identifies and controls limits of flood affectation;*
- (ii) Provision of aesthetic design forms that enhance urban amenity; and*
- (iii) Integrate open space and landscape corridors with the stormwater management system to provide high amenity, and maintain and improve the natural character and ecology within the Precinct.*

*(c) Engineering*

- (i) Effective management and control of peak discharges, discharge velocities, and site detention;*
- (ii) Industry best practice technical analysis of catchment hydrology and system hydraulic performance; and*
- (iii) Ensure a naturalised stability to drainage lines, and natural waterways and their riparian zones.*

*(d) Economics*

- Provision of a cost effective, functional site drainage system that optimises performance, provides maximum value for expenditure and keeps on-going maintenance requirements to a minimum.*

The Civil Engineering Plans (**Appendix 4**) prepared by Costin Roe provide the details for the intended stormwater management system to cater for the proposed extension to the warehouse. The intent of the stormwater system is to respond to the topography and site constraints and to provide an appropriate and economical stormwater management system which incorporates best practice in water sensitive urban design and is consistent with the requirements of council's water quality objectives.

Under the Costin Roe design, the stormwater system for the subject site will be based on relevant national design guidelines, Australian Standard Codes of Practice, Blacktown City Council and accepted engineering practice. Runoff from buildings will generally be designed in accordance with AS 3500.3 National Plumbing and Drainage Code Part 3 – Stormwater Drainage.

Stormwater Treatment Measures (STM's) for roof, hardstand, car parking, roads and other extensive paved areas will be provided.



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MUSIC modelling results identifies treatment for each catchment within the site and meets Councils requirements on an overall catchment basis.

### **Section 6 – Extraction and Rehabilitation**

There is no history of extractive activities in this location.

### **Section 7 – Environmental Management**

#### ▪ *Environmentally Sustainable Development*

The Environmentally Sustainable Development (ESD) objective of the Stage 3 Eastern Creek Precinct Plan is to:

*Ensure that development incorporates best practice environmental management techniques by improving energy efficiency through:*

- (a) the design and siting of buildings using passive solar strategies;*
- (b) operating energy systems by choosing supplementary systems or active solar design strategies;*
- (c) construction energy by choosing materials and construction techniques with low energy inputs in their production; and*
- (d) the retention of remnant vegetation and the incorporation of soft soil zones for absorption of rainwater.*

In accordance with the Precinct Plan controls, the proposal incorporates measures to maximise ESD principles through:

- water-reuse with non-potable water use sourced from at least 80% rainwater;
- implementation of an appropriate waste management strategy;
- use of energy and water efficient fittings, equipment and appliances where available;
- selection of construction materials, colours and design to maximise natural ventilation, solar access and thermal massing;
- close proximity to existing bus services with regular connections to the regional rail network;
- provision of bicycle parking;
- low maintenance landscaping incorporating water quality treatment; and
- construction management to ensure potential air quality as well as erosion and sediment control issues are mitigated.

#### ▪ *Water Conservation*

The objective for Water Conservation within the Eastern Creek Stage 3 precinct is to:

*Ensure that development incorporates water conservation measures into design and operation.*

The following aspects of the development will satisfy the water conservation objective:

- water-reuse with non-potable water use sourced from at least 80% rainwater;
- use of water efficient fittings, equipment and appliances where available; and
- water quality treatment.

#### ▪ *Energy Efficiency*

The objectives for Energy Efficiency within the Eastern Creek Stage 3 precinct are to:

- (a) Encourage site planning and building design that optimises site conditions to achieve energy efficiency; and*
- (b) Encourage use of building materials that minimise impact on the environment.*

The following aspects of the development will satisfy the energy efficiency conservation objectives:



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- use of energy efficient fittings, equipment and appliances where available; and
- appropriate selection of construction materials, colours and design to maximise natural ventilation, solar access and thermal massing.

### ▪ *Air Quality*

The objective for Air Quality within the Eastern Creek Stage 3 precinct is to:

*Ensure that development does not cause adverse environmental impacts from air pollutants.*

The proposal relates to an extension to an existing industrial and office development. It is anticipated that the building will be occupied by Coles Myer as a Chilled Distribution Centre. The operation of the CDC will be consistent with the existing operations already established on the site.

The increased traffic generated by the expansion of the CDC facility (and resulting air quality considerations) is commensurate with the traffic expected from a facility of the proposed size.

Bus services operate frequently in the area and provide connectivity to the regional railway network via Rooty Hill Station. Other public transport options are currently limited in the area. Bicycle parking is also to be provided to encourage alternative transport.

### ▪ *Waste*

The objective for Waste within the Eastern Creek Stage 3 precinct is to:

*Reduce the quantity of waste and maximise the reuse of building and construction materials and industrial/commercial waste.*

A Waste Management Plan outlining the anticipated waste to be generated at the operational phase of the development has been prepared and attached at **Appendix 10**. A waste compactor and cardboard compactor have previously been installed on the site and will form part of the ongoing waste management strategy.

### ▪ *Contamination*

The objective for Contamination within the Eastern Creek Stage 3 precinct is to:

*Ensure that all sites are free of contamination that may pose a risk to human health and the environment.*

The project team is not aware of any contamination matters affecting the development.

Fill to be imported to the site will be virgin excavated natural materials (VENM).

### ▪ *Salinity*

The objectives for Salinity within the Eastern Creek Stage 3 precinct are to:

- (a) *Manage and mitigate the impacts of development on salinity; and*
- (b) *Manage and mitigate the impacts of salinity on development.*

The project team is not aware of any salinity matters affecting the development.

### ▪ *Noise and Vibration*

The objective for Noise and Vibration within the Eastern Creek Stage 3 precinct is to:

*Ensure that development does not cause adverse environmental impacts from noise and vibration.*

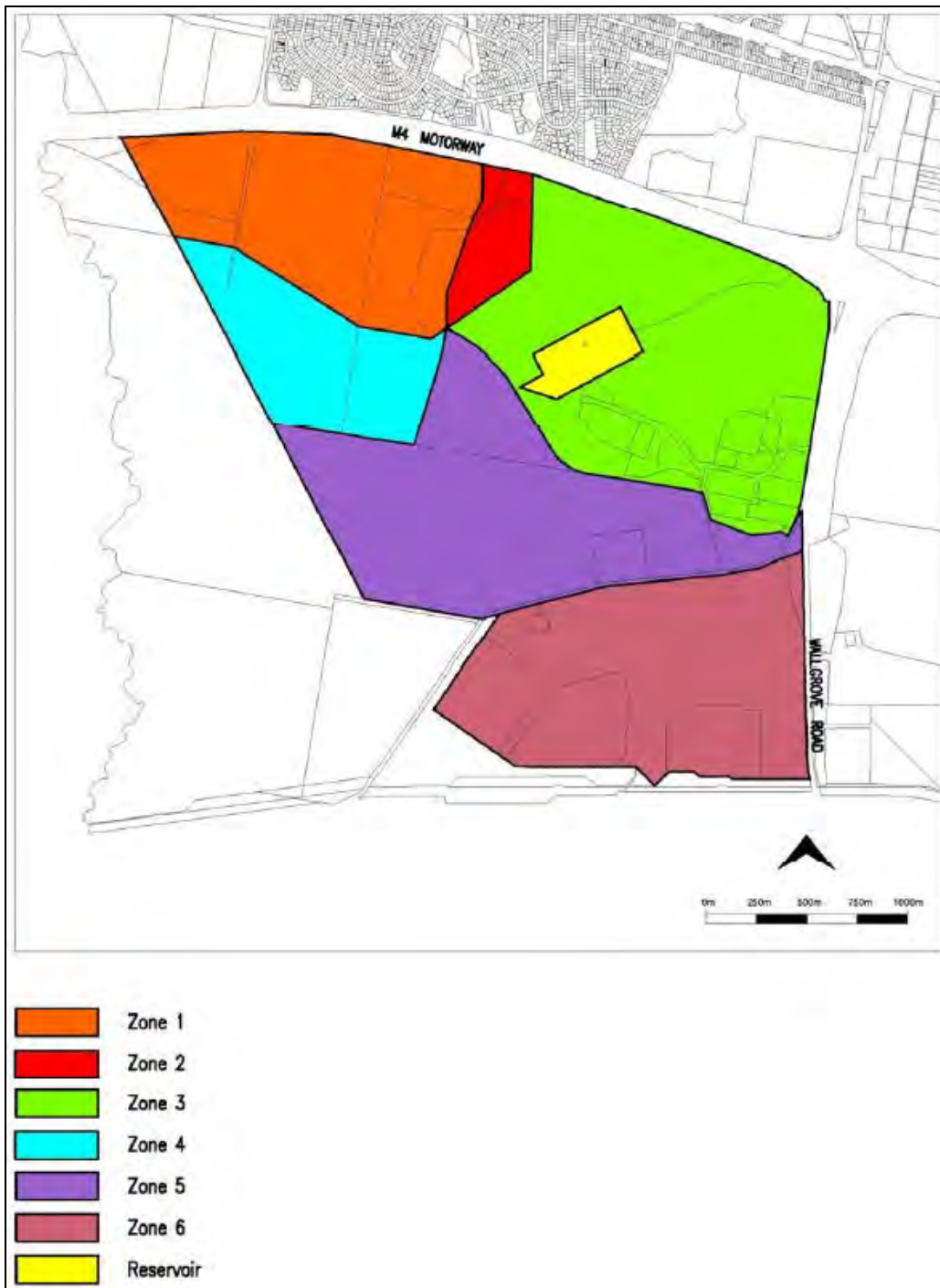


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The only potential source of noise will be traffic movements during construction and operation. The site is located within a designated industrial precinct identified as Noise Emissions Zone 6 (**Figure 17**) adjacent to major roads in the regional arterial network. Surrounding land uses are industrial in nature. No dwellings or other sensitive acoustic receptors are located within close proximity to the site to be affected by any potential noise generated.

An acoustic investigation is not considered necessary.



**Figure 17. Eastern Creek Precinct (Stage 3) Noise Emission Zones**  
(Source: NSW Government)



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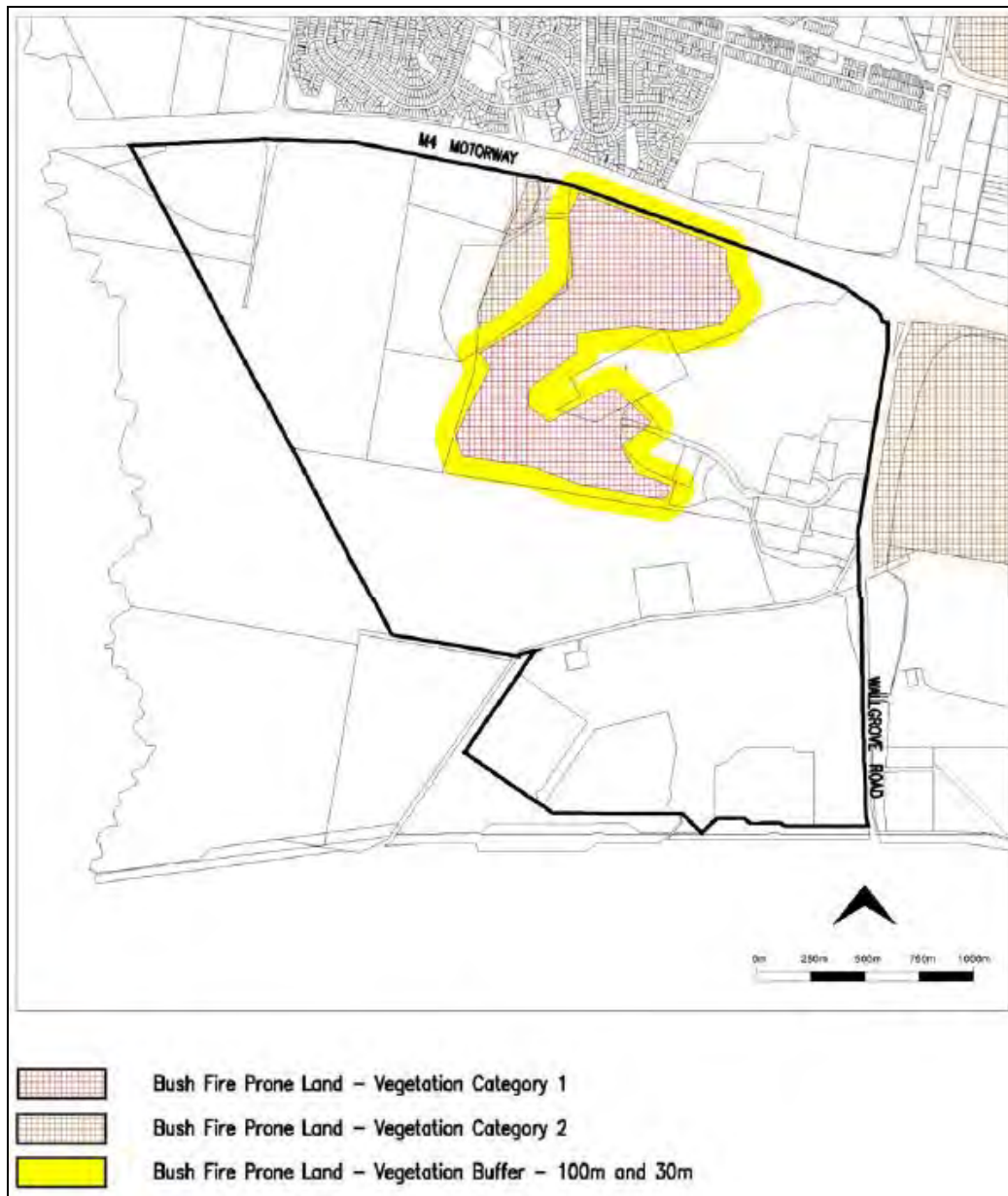
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### *Section 8 – Biodiversity*

The part of the site that is to accommodate the proposed development has been previously disturbed and is unlikely to retain any significant ecological values that require protection.

The site has been cleared, no vegetation is required to be removed as part of the development.

The site is not located within the vicinity of any bushfire prone land as identified on the map below.



**Figure 18. Eastern Creek Precinct (Stage 3) Bushfire Prone Land Map**  
(Source: NSW Government)



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### Section 9 – Heritage

The objectives for heritage are as follows:

- (a) Identified items of non-indigenous heritage are to be conserved and managed in a manner appropriate to preserve their significance.
- (b) The redevelopment of the developable portions of the site is to be undertaken in accordance with the requirements of the NSW Heritage Act 1977.

A number of non-Indigenous heritage items exist in the Stage 3 Eastern Creek Precinct, and an item is located within the vicinity of the proposed development area. The item is known as ‘workers cottage’ but the area around the cottage has been developed and the site is well-removed from this item and its curtilages (**Figure 19**). The development is not likely to have any impact on the significance of the heritage item.

The prior disturbance of the site is also likely to have removed any potential indigenous archaeology.

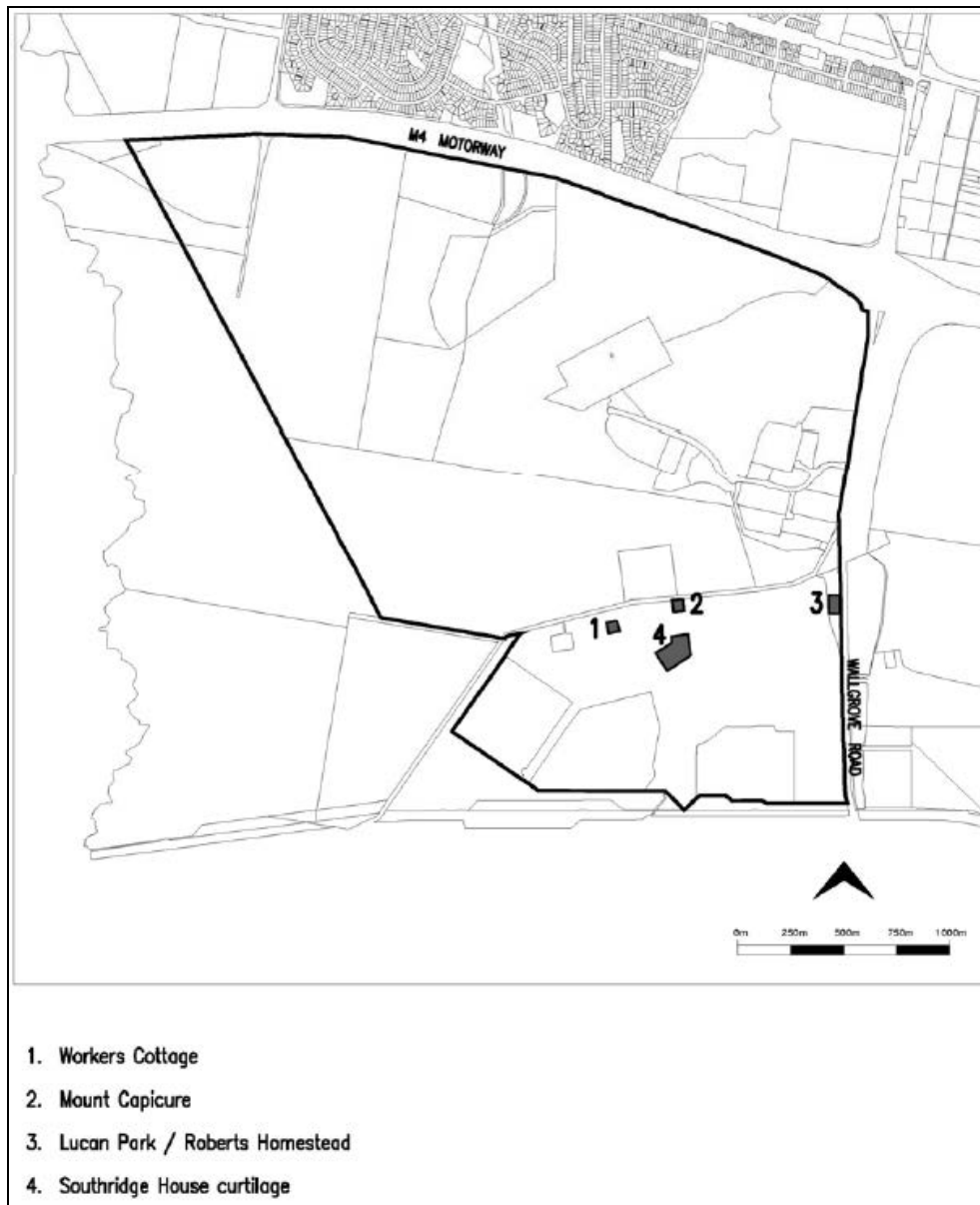


Figure 19. Eastern Creek Precinct (Stage 3) Heritage Map  
(Source: NSW Government)



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### **Section 10 – Traffic and Transport**

#### ▪ *Regional Road Network*

The objectives for the Regional Road Network within the Eastern Creek Stage 3 precinct are to:

- (a) *Provide regional transport infrastructure which achieves the transport targets established by SEPP 59.*
- (b) *Develop transport infrastructure that serves the needs of the Precinct and also integrates and improves the operation of the regional transportation network.*
- (c) *Provide transport infrastructure which recognises the need to integrate all modes of transport including public transport, freight, walking and cycling.*
- (d) *Develop measures to mitigate potential transport impacts generated by the development of the Precinct on surrounding areas.*

The proposal does not involve any alteration to the existing regional road network. The Traffic Impact Assessment prepared by Traffix (**Appendix 9**) confirms that the regional road network is capable of supporting the development and will not be unreasonably impacted by the increased traffic demand.

#### ▪ *Local Road Network*

The objectives for the Local Road Network within the Eastern Creek Stage 3 precinct are to:

- (a) *Develop a multi-modal transportation network based on function, amenity, safety, efficiency and urban design requirements. The road network should provide for the integrated provision of landscaping, public utilities and drainage.*
- (b) *Develop a road hierarchy that results in a coherent and logical network and is consistent with the overall identified road network.*
- (c) *Develop a road network which allows for efficient links for public transport.*
- (d) *Develop a legible, safe, and convenient pedestrian and cycle network that connects with regional cycle network.*
- (e) *Avoid, where possible, the creation of local streets that operate as through traffic routes for externally generated traffic.*
- (f) *Provide open vistas to open space to as many streets as possible.*
- (g) *Terminate views with appropriate built form where a street cannot terminate on an open space.*
- (h) *Minimise biological linkage disruption by provision of suitable under or overpasses for the movement of fauna and flora and riparian connectivity.*

The proposal does not involve any alteration to the existing local road network. The Traffic Impact Assessment prepared by Traffix (**Appendix 9**) confirms that the local road network is capable of supporting the development and will not be unreasonably impacted by the increased traffic demand. It also confirms that future road improvements identified for the Western Sydney Employment Area will provide additional capacity and improve traffic conditions in the locality.

#### ▪ *Public Transport*

The objectives for Public Transport within the Eastern Creek Stage 3 precinct are to:

- (a) *Encourage employees within an organisation to make greater use of public transport, cycling, walking and car sharing for commuting and work related journeys.*
- (b) *Increase the modal split of public transport, walking and cycling above levels typical of similar development.*
- (c) *Reduce the total vehicle kilometres travelled in comparison to similar forms of development.*
- (d) *Establish a safe, convenient and reliable public transport system that integrates with regional and local transportation networks.*
- (e) *Ensure that the public transport system is consistent with NSW Government strategic policies such as Action for Air and Action for Transport 2010.*



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- (f) *Ensure that the road network supports public transport and encourages pedestrian and bicycle trips along a dedicated pedestrian/cycleway shared path, especially to convenient public transport routes, recreational open space areas, and local linkages, in a safe and convenient manner.*

The Traffic Impact Assessment prepared by Traffix (**Appendix 9**) confirms that the locality is currently serviced by a regular bus service that provides connectivity to the regional rail network and bus interchange as well as local suburbs. Increased services are expected once viable economies of scale are reached through ongoing development of the Precinct.

### ▪ *Pedestrians and Cycling*

The objectives for Pedestrians and Cycling within the Eastern Creek Stage 3 precinct are to:

- (a) *Encourage trips to be undertaken by walking and cycling instead of private vehicles; and*  
(b) *Develop a safe, convenient and legible pedestrian and cycle network within the Precinct that integrates with external network routes.*

The locality is provided with an appropriate pedestrian and cycle network that will benefit the proposal.

### ▪ *Transport Initiatives*

The Traffic Impact Assessment prepared by Traffix (**Appendix 9**) confirms that the locality is currently serviced by a regular bus service that provides connectivity to the regional rail network and bus interchange as well as local suburbs. Increased services are expected once viable economies of scale are reached through ongoing development of the Precinct. Alternative options are limited at this time.

### ▪ *Parking*

The objectives for Parking within the Eastern Creek Stage 3 precinct are to:

- (a) *Ensure adequate parking for various land uses.*  
(b) *Ensure parking is provided in accordance with Council's standards and design principles.*  
(c) *Ensure the design and landscaping of car parking areas are of a high standard.*  
(d) *Ensure the location of driveways, parking and servicing areas are efficient, safe and suitably landscaped.*

The Eastern Creek Precinct Plan – Stage 3 outlines the following parking provisions in relation to industrial development:

- 1 space per 100m<sup>2</sup> for buildings with a floor area of less than 7,500m<sup>2</sup>.
- 1 space per 200m<sup>2</sup> for the area over 7,500m<sup>2</sup>.
- 1 space per 40m<sup>2</sup> for commercial/office component.

On the basis of the above parking rate the proposed development would require 414 parking spaces, refer to **Table 5** below.

**Table 5. Parking Requirements**

Use	Area (m <sup>2</sup> )	Parking Rate	Spaces Required	Spaces Provided
Industrial (first 7,500m <sup>2</sup> )	7,500	1/100m <sup>2</sup>	75	
Industrial (remaining)	41,423	1/200m <sup>2</sup>	207	
Office	5,287	1/40m <sup>2</sup>	132	
Total	54,210		414	476



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The existing parking will meet Council's parking requirement. The review confirms that the existing 476 parking spaces are appropriate for the proposed (expanded) facility. Therefore it will adequately accommodate the current and future operational requirements of the tenant, Coles Myer.

The parking area provides a total of 5 accessible spaces which equates to approximately 1% of parking spaces. This is considered a suitable allowance for disabled persons and all spaces are to be designed in accordance with AS2890.6 to ensure compliance with the amended BCA.

The existing parking area is constructed of hard stand, all weather material with parking bays and circulation aisles clearly marked.

An assessment on the proposed parking has been undertaken by Traffix. The assessment concludes that no additional car parking is considered necessary and some spare parking capacity will remain available following the proposed expansion.

### **Section 11 - Urban Design**

#### ▪ *Site Analysis*

The design responds to the opportunities and constraints of the site, with particular attention given to:

- Integration with the existing Coles Myer CDC facility;
- The relationship to the adjoining industrial buildings;
- Establishing a high quality design development;
- Capacity and levels of service of the existing road network;
- Access into the site and parking requirements;
- Visual amenity toward the site from Old Wallgrove Road; and
- Downstream environmental qualities.

The proposal responds to the features of the site to create an industrial facility that will not have any significant impact on the surrounding context.

#### ▪ *Subdivision*

The proposal does not involve any subdivision works. The works apply to a portion of a larger lot that already accommodates the Coles Myer CDC facility and the adjoining lot to the south, which fronts Capicure Drive.

#### ▪ *Entrance Treatment*

The proposal includes maintaining existing entry/egress to Roberts Road, whereby staff/visitor vehicles are separated from truck movements.

The Traffic Impact Assessment prepared by Traffix (**Appendix 9**) has confirmed the existing access arrangement is suitable for the proposed development.

#### ▪ *Siting and Setbacks*

The objectives for siting and setbacks within Stage 3 of the Eastern Creek Precinct are to:

- (a) *Define the building envelope within each allotment by specifying minimum setbacks;*
- (b) *Achieve attractive streetscapes and quality landscaped settings for buildings;*
- (c) *Use setback areas exclusively for landscaping and other beautification works; and*
- (d) *Ensure buildings present an acceptable scale and bulk when viewed from the public domain.*

The proposed development includes a 14.3metre setback between the new southern wall and Capicure Drive. This setback includes retaining wall, fencing and landscaping. A 6.5metre landscaped setback is provided which will encompass the tiered retaining wall. The industrial building is setback a further 7.8metres from Capicure Drive. The large setback will minimise the scale of the building from the street.



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A perimeter style one-way truck access is to be located around the edge of the site. This will be a continuation of the existing arrangement. The single directional perimeter style circulation provides the best solution for the movement of large trucks.

The proposed arrangement represents an appropriate and reasonable balance between the need to produce the efficient and economically viable use of the land and ensures appropriate access and circulation, consistent with requirements for industrial development and ensures adequate separation and setbacks are provided between the external walls of buildings.

The site coverage of the facility in its entirety following completion of the proposed extension will be 34% (calculated using all buildings, and excluding canopy areas hardstand areas).

### ▪ *Building Heights and Design*

The objectives for Building Heights and Design are to:

- (a) *Encourage creative and innovative building design of a high architectural standard that reflects the natural, functional and aesthetic opportunities presented by the site;*
- (b) *Encourage quality and consistency in the treatment of facades, external finishes and the like;*
- (c) *Ensure that the future development in the Precinct is compatible with the height, scale, siting and character of existing development in the Precinct;*
- (d) *Ensure sufficient visual relief is achieved on facades significantly exposed to the view from adjoining sites, and the public domain, including major thoroughfares, and subdivisional roads; and*
- (e) *Ensure development addresses the road frontage that provides vehicular access, especially where dual road frontage exists.*

The proposed warehouse component of the development has a height of approximately 16.25 metres, with the office component 4.9 metres, as there are no residential areas within the immediate vicinity of the proposed development site there is no foreseeable impact. External awnings will allow for adequate clearance distances for trucks.

The proposed heights are designed to meet operational requirements. The varied heights will reduce the building bulk and provide articulation to the facades of the building.

The building is designed to incorporate various materials and colours. Landscaping is also proposed, with a focus on the presentation of the development to Capicure Drive.

### ▪ *External Building Materials and colour*

The objectives for External Building Materials and Colours are to:

- (a) *Enhance the visual quality of the Precinct through the selection of appropriate materials and colours;*
- (b) *Encourage the use of materials that minimise impact on the environment; and*
- (c) *Ensure that any reflective materials are used with sensitivity to neighbouring development, vehicular traffic and public domain areas.*

External walls are a combination of metal wall cladding and insulated wall panel elements with painted finish. Translucent metal cladding panels are proposed to the office façade. The materials and colours have been selected to match and integrate with the existing development on the site and to assist in breaking up the perceived bulk and structure of the building when viewed from Roberts Road and Capicure Drive.

The structure will be of high quality finish and create a benchmark for future industrial developments in the area.



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### ▪ *Ancillary Buildings, Storage and Service Areas*

The objective for Ancillary Buildings, Storage and Service Areas is to:

*Ensure that any ancillary buildings, storage and service areas are considered as part of the overall design, and does not detract from the amenity and appearance of development from the public domain.*

The primary service area for the building is located on the eastern façade of the building. It is sited away from the road.

Access for delivery vehicles is in a clock-wise arrangement around the facility and the existing parking area will remain unaffected by the proposed expansion.

The proposed awnings will be integrated into the overall building design. These awnings add to the visual appearance of the structure and provide needed amenity to loading areas.

The hardstand areas will be located behind landscaped setbacks to ensure filtered views towards loading/unloading areas from the public domain. The proposed terrace wall responds to the levels of the existing development and adjoining roads which softens the development as viewed from Capicure Drive.

### ▪ *Cut and Fill*

The objectives for Cut and Fill within Stage 3 of the Eastern Creek Precinct are to:

- (a) *Ensure that the extent of cut and fill required for large scale developments does not detract from the appearance, and high quality design of the Precinct;*
- (b) *Enable development that does not adversely impact on adjoining developments or the amenity of the locality by reason of its cut and fill;*
- (c) *Ensure that development is capable of visual integration with the surrounding environment;*
- (d) *Ensure that any imported fill material on site is clean and complies with the contamination and salinity provisions of this Plan;*
- (e) *Ensure that any cut into the site is managed and mitigated from the impacts of salinity; and*
- (f) *Ensure that the extent of cut and fill does not encroach within, or adversely affect the efficiency, integrity and stability of any public domain area.*

The site has already been disturbed by previous development works. Fill is required to create a level building platform for the proposed extension. The proposed pad for the building will be up to 8 metres above existing surface levels, and it is expected that fill volumes of 42,000 cubic metres will be required, of this approximately 8,000 cubic metres will be high quality. The fill will support the single vertical reinforced earth retaining wall required along the eastern boundary of the site and a three tier reinforced earth wall along the southern boundary of the site. This will also integrate landscaping.

A retaining wall to the southern boundary is proposed as part of the above development application. The retaining wall wraps around to the eastern boundary to Reedy Creek. This retaining wall has heights up to 8 metres and will be tiers at 3 metre intervals with 1.5 metre setbacks between tiers.

### ▪ *Fencing*

The objective for Fencing within Stage 3 of the Eastern Creek Precinct is to:

*Define boundaries and provide security, as well as contribute to the streetscape and amenity of the Precinct.*

The proposal will include perimeter fencing, consistent with the existing fencing for the Coles Myer CDC facility. The material and colour will match the existing fencing.

### ▪ *Signage and Lighting*

The objective for Signage and Lighting within Stage 3 of the Eastern Creek Precinct is to:



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*Ensure that signage and lighting supports the visual appearance of the building, and the visual appeal of the Precinct.*

Two non-illuminated wall signs are provided as part of this proposal. These signs are for business identification purposes and are appropriate to the scale and size of the building.

Lighting around the hardstand area is indicated on the proposed development plans.

No sensitive receptors such as residences, aircraft, or community activities will be impacted by the proposed lighting.

### ▪ *Private Open Space*

The objectives for Private Open Space within Stage 3 of the Eastern Creek Precinct are to:

- (a) *Ensure that adequate private open space areas are provided within each development for the use and enjoyment of employees and visitors; and*
- (b) *Ensure that the size, location, configuration and embellishment of the private open space area encourages its use by employees and visitors.*

No new private open space areas are proposed. Existing staff facilities are considered adequate for the proposed expansion.

### ▪ *Safety and Security*

The objectives for Safety and Security within Stage 3 of the Eastern Creek Precinct are to:

- (a) *Ensure personal safety for workers and visitors to the Precinct; and*
- (b) *Ensure design minimises the opportunity for crime and maximises opportunities for passive surveillance.*

The proposal has been designed in accordance with the Principles of Crime Prevention Through Environmental Design (CPTED) as follows:

#### - Natural Surveillance

The design of the extension to the facility ensures that activities are being undertaken in all locations of the site to ensure no opportunity for un-seen activities and anti-social behaviour.

Fencing and landscaping will be provided with a balance of filtering the built form whilst also minimising areas for potential lurking or blind spots. Outdoor lighting illuminating the hardstand area will also assist with surveillance.

Security and surveillance will continue under the current arrangement for the site.

#### - Access Control

Staff and visitors must access the facility through the reception office located within walking distance of the car park. The main office is logically positioned to be identified as the main entry point. The dock office is sited on the eastern façade to service the new warehouse component.

Perimeter fencing and landscaping also provide a physical barrier to accessing the site.

#### - Space Management (Maintenance)

The development will include high-quality materials and finishes which will create an attractive appearance of premises. The building will be well maintained to ensure that the facility will remain clean and present the idea that the site is frequently occupied and looked after. Persons who wish attempt to undertake anti-social activities are deterred as a result of their likely being caught by the regular site attendees.

Opportunities for vandalism are reduced by the perimeter fencing.



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### - Territorial Reinforcement

The well-defined entries will provide indicators that the site is private and that entry is controlled.

Perimeter fencing and gates will provide clear delineation between public and private areas and reduce the risk of persons unknowingly entering the premises where they may be injured.

### **Section 12 – Community Services**

The objectives for Community Services within Stage 3 of the Eastern Creek Precinct are to:

- (a) *Enable development for community services only where it is associated with, and ancillary to, permissible employment-generating land uses carried out within the Precinct or where it serves the daily convenience needs of the local workforce.*
- (b) *Provide designated neighbourhood centres to accommodate the full range of human services and community facilities infrastructure appropriate to the changing needs of the community.*
- (c) *Locate neighbourhood centres that promote utilisation of public transport, by providing safe and accessible public transport stops in places where activity is concentrated.*
- (d) *Promote walking and cycling, through ensuring walking/cycling distances to facilities and services, the structure and layout of business uses, and provision of attractive streetscapes which are pleasant and appealing for pedestrians, with appropriate lighting, shade, signage and bus shelters.*
- (e) *To create a high quality public domain within neighbourhood centres which provide a pleasant and attractive setting for work, with a distinct identity. Placemaking and cultural development strategies most usually rely on the creation of zones of high activity to create a sense of vitality and liveliness, public art strategies and incorporation of heritage features.*

The proposal will not involve any new community services nor place any unreasonable demand on existing services.

### **Section 13 – Open Space**

The objectives for Open Space within Stage 3 of the Eastern Creek Precinct are to:

- (a) *Provide open space and recreation areas for the use and enjoyment of the local workforce and visitors to the Precinct.*
- (b) *Ensure that open spaces are of a high quality and embellished to promote local character and identity.*
- (c) *Ensure that open spaces are flexible to changes in demand and opportunity.*
- (d) *Ensure that the location, design and management of open space is based on the principles of sustainability, and equality of access and opportunity.*
- (e) *Ensure that the open space network is integrated with areas of environmental significance in an ecologically responsible and sustainable manner.*

The proposal does not include any new public open space areas and will not place any unreasonable demand on existing open space in the Precinct.

### **Section 14 – Landscaping**

The objectives for Landscaping within Stage 3 of the Eastern Creek Precinct are to:

- (a) *Encourage a high standard of landscaping to enhance the streetscape, amenity and planting of the Precinct.*
- (b) *Ensure that plant species and planting patterns complement and enhance the extensive areas of Cumberland Plain Woodland.*
- (c) *Ensure that the public domain, open space, and outdoor staff areas are landscaped and maintained.*
- (d) *Enhance the appearance, amenity, energy, and water efficiency of development through integrated landscape design.*



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A Landscape Plan has been prepared by Site Image and is attached at **Appendix 5**. The landscape design is concentrated to the southern boundary of the site fronting Capicure Drive. The landscape design includes a terraced wall which comprises a variety of plant types which will soften the appearance of the retaining wall and industrial extension. It is consistent with recent industrial developments in the area and will establish an attractive streetscape and amenity for the precinct.

The new terraced wall incorporates a variety of treatments including screening shrubs and tree plantings using native selections, grass, and shrubs to achieve the intended purpose and maintain suitable site lines and avoid potential lurking areas.

Landscaping along the eastern retaining wall will match the existing. Landscape treatment to the western boundary will be kept to a minimum because low-scale planting of these areas will not contribute to the amenity or streetscape of the precinct and will also create difficulties for on-going maintenance. Rather, landscaped areas are selected where benefits to the precinct will be the greatest.

Landscaping will integrate the new extension with the existing CDC to visually unify and enhance the overall quality of the development. The proposed extension is located behind the existing industrial development and will not be visible from Old Wallgrove Road.

Particular focus has been afforded to the new terraced wall and the southern boundary of the site adjoining Capicure Drive to ensure appropriate presentation to this road. The proposed landscaping will reinforce the structure and soften the appearance of the wall.

Based on the above outcomes, the proposal includes is considered to be in accordance with the objectives and intentions of the plan.

### **Blacktown Development Control Plan 2006**

Blacktown Development Control Plan (BDCP) 2006 applies to the site. The relevant sections of the BDCP are addressed as follows:

#### ***Part A – Introduction and General Guidelines***

Part A is applicable to all DAs and provides controls in relation to matters affecting all types of development. The relevant provisions are addressed below.

- ***Environmental Protection***

The proposal involves the filling of land but no removal of any significant vegetation. Suitable safeguards will be implemented during earthworks and construction to ensure environmental impacts are minimised.

The proposal has been designed to maximise water-reuse with non-potable water use sourced from at least 80% rainwater. The Civil Engineering Plans prepared by Costin Roe (**Appendix 4**) outlines the details about how this will be achieved.

Traffic to and from the site and operation of the site are identified as the only generator of air quality matters and is commensurate with the traffic expected from a facility of the proposed size and development expected in this industrial precinct.

Bus services operate frequently in the area and provide connectivity to the regional railway network via Rooty Hill Station. Other public transport options are currently limited in the area. Bicycle parking is also to be provided to encourage alternative transport and reduce emissions.

Similarly, no significant acoustic impacts are to result with traffic being the only source of noise. The site is reasonably removed from sensitive receptors such as residences, open space and community uses and is unlikely to have any significant impact in the amenity of the locality given the existing industrial nature of the locality and major arterial road network.



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### ▪ *Roads and Carparking*

The proposal does not involve the construction of new roads. New site entry/egress points are proposed.

The Traffic Impact Assessment by Traffix concludes that the proposal will have no significant impact on the level of service for the existing road network.

Car parking is already provided on the site and is capable of accommodating the additional parking demand generated by the proposed works. Car parking is in accordance with relevant Australian Standards.

The site benefits from public bus services connected to the regional rail network.

### ▪ *Services*

All essential services will be connected to the site and are capable of supporting the proposed development.

### ▪ *Special Considerations*

The proposed development does not trigger the need for referral to NSW Road and Maritime Services, formally Roads and Traffic Authority) as traffic generating development (See **Section 5.1** above).

**Section 5.4** above has outlined how the proposal has been designed in accordance with the Principles of Crime Prevention Through Environmental Design (CPTED) including:

- Natural Surveillance
- Access Control
- Space Management (Maintenance)
- Territorial Reinforcement

### ▪ *Development on Flood Prone Land*

The proposal is not to be undertaken on flood prone land.

### ***Part E – Development within the Industrial Zones***

Part E is applicable to all DAs relating to land within the Industrial zones under BLEP 1988. As the site is not zoned under BLEP 1988 but under SEPP (Western Sydney Employment Area) 2009 and is the subject of the Precinct Plan made under former SEPP 59 – Employment and Economic Development, the provisions of this Part of the Blacktown DCP are not applicable.

Notwithstanding, the proposal is consistent with the provisions that apply to the General Industrial zoned land under the DCP.

### ***Part O – Site Waste Management and Minimisation***

A Waste Management Plan has been prepared for the proposed development and is attached as **Appendix 10**. A waste compactor and a cardboard compactor already exist on the site and will contribute to ongoing operation waste management.

### ***Part R – Water Sensitive Urban Design and Integrated Water Cycle Management***

Costin Roe have prepared Civil Engineering Plans (**Appendix 4**) that outline the methods to be implemented to maintain water quality and maximise conservation.

Roof, hardstand, car parking, roads and other extensive paved areas are required to be treated by the Stormwater Treatment Measures (STM's).

The MUSIC model was selected to model water quality. The model results indicate that, through the use of the STM's in the treatment train, pollutant load reductions for Total Suspended Solids, Total Phosphorous,



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Total Nitrogen and Gross Pollutants will meet the requirements of Part R the Blacktown DCP 2006 on an overall catchment basis.



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## PART E ENVIRONMENTAL ASSESSMENT

### 5.1 Likely Impacts of the Development

Pursuant to Section 79C(1)(b), the Likely Impacts of the proposed development are assessed below:

#### 5.1.1 Context and Setting

The proposal is for an expansion to the existing Coles Myer CDC warehouse and office facility located within a regionally significant industrial precinct. The locality is well-served by an arterial road network that is capable of supporting the development and has been specifically recognised by various levels of government for development of a type proposed to encourage economic development and employment.

The site is suitably located away from residential development will not have any significant impact on the amenity currently being enjoyed in its immediate vicinity.

No activities exist near the site that would prevent the development from being undertaken or successfully operating in the long-term.

Visually, the design of the extension is consistent with the design of the CDC and adjoining national distribution center.

#### 5.1.2 Access, Transport and Traffic Impact

The distribution centre currently receives goods on a daily basis from manufactures and goods are also dispatched on a daily basis via rigid trucks, semi-trailers and multi-trailer combinations.

Internal movement of products is vial forklifts which load and unload side loading trucks and trailers. Electric pallet transponders are used inside the CDC to enable picking functions to be performed and reach trucks are used to fulfill replenishment activities within racking areas.

A Traffic Impact Assessment has been prepared by Traffix (**Appendix 9**) and addresses access, parking, traffic and servicing as detailed below:

##### Access

Vehicular access will remain unchanged and includes separate truck and vehicle access points. One way perimeter style truck access is provided. Adequate swept paths have been included to allow for the efficient circulation and movement of vehicles around the site.

In terms of access, the Traffic Impact Assessment prepared by Traffix concludes:

*All access and internal design aspects are similar to the current arrangements and are generally considered acceptable as discussed in Section 7. Indeed, no changes to the existing access arrangements are proposed (or required) and the internal circulation is generally an extension of existing arrangements.*

##### Parking

476 parking spaces currently exist on the site. The proposed expansion of the industrial development will result in 12,028sqm of additional industrial floorspace and 291 sqm of additional ancillary office floorspace. Even with the additional floorspace, the existing car park has capacity to provide adequate parking, meeting Council's controls.

The development provides a total of five (5) accessible spaces. This is considered a suitable allowance for disabled persons and all spaces are to be designed in accordance with AS2890.6 to ensure compliance with BCA requirements (refer to **Appendix 9**).



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In terms of parking, the Traffic Impact Assessment prepared by Traffix concludes:

*A total of 476 parking spaces are currently provided on-site and therefore no additional car parking is considered necessary in support of the proposal. Indeed, some spare parking capacity will remain available following the expansion.*

### Traffic Impact

In terms of traffic impact, Traffix undertook surveys of the existing site conditions. The report concludes:

*An increased traffic generation of 31 veh/hr will occur as a result of the development at peak times. These can be readily accommodated by the surrounding road network with no changes to current infrastructure. Peak volumes typically occur around midday, with approximately 63 veh/hr generated which is moderate and occurs against low 'background' traffic volumes. Furthermore, future road improvements identified within strategic planning for the wider Western Sydney Employment Area will provide additional capacity and improve traffic conditions in the locality.*

The Assessment also notes the site's advantageous position with respect to the arterial and local road systems serving the region, including the M7 Motorway, Wallgrove road and Old Wallgrove Road. It is concluded that the surrounding road hierarchy is able to effectively distribute traffic from the development onto the wider road network, minimising potential traffic impacts.

Based on these characteristics, all intersections will continue to operate with acceptable levels of service following the proposed development and the traffic impacts associated with the development can be readily accommodated by the surrounding road network.

### Servicing

Servicing of the site will occur from Roberts Road. Truck access the loading area on the northern side of the building.

In this regard, the development has been designed to facilitate access and will therefore be more than sufficient to accommodate access for garbage and other service vehicles.

Traffic impacts for the construction of the main CDC development were addressed in detail at the time. And whilst it was considered the CDC would generate a significant amount of traffic, the DoPI was satisfied that the traffic can be accommodated safely and efficiently on the local and regional road network, and that suitable measures are in place, principally through a developer agreement with Macquarie Goodman to ensure the network is upgraded over time to accommodate the predicted growth in traffic within the Western Sydney Employment Hub.

### **5.1.3 Social and Economic Impact**

The proposed development will generate employment during the construction phase and ongoing operation of the facility. This outcome is consistent with the intent of the Western Sydney Employment Area and is likely to have flow-on effects for the operation of the facility which will support economic growth in the northwest region.

The proposed expansion of the Coles Myer CDC offers the following benefits for the Western Sydney community:

- Expand the existing CDC facility adjacent to the M7 Motorway, which provides good to retail outlets, improve the efficiency of its operations and deliver benefits to consumers and shareholders
- Contribute to the development of the Western Sydney Employment Hub which is identified as a strategic growth area in State government strategic plans



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### 5.1.4 Environmental Impact

The proposal responds to the adjoining development and street. Appropriate and economical stormwater management system which incorporates best practice in water sensitive urban design consistent with the requirements of Council's water quality objectives will be provided.

No vegetation is to be impacted by the proposed development as the site is vacant, has previously been cleared and modified. Soil Erosion and Sediment Control measures will also be provided during the construction works, refer to Erosion and Sediment Control Plan & Details at **Appendix 4**.

### 5.1.5 Heritage

The site does not contain any heritage item. The nearby heritage item (workers cottage) will not be impacted by the proposed works as they are well removed from the site and separated by existing development.

### 5.1.6 Public Domain

The area of proposed works is screened from Old Wallgrove Road by the existing industrial building on the site. There will be no impact on streetscape or amenity.

Landscaping along the southern boundary will be established and include new fencing and landscaping, and will improve the streetscape. The densely planted retaining wall will soften the development as viewed from Capicure Drive.

### 5.1.7 Utilities and Services

All essential services and utilities are available to the site and are capable of accommodating the development.

The proposed stormwater management on the site will be integrated with the existing established system, refer to **Appendix 4**. The civil engineering design for the site addresses stormwater quality and quantity to reduce both peak flows and pollutant loads in stormwater leaving the site. The operational phase of the development includes a treatment train incorporating the use of pit inserts and an estate level bioretention basin system to mitigate the likely increase in stormwater pollutant load generated by the development. MUSIC modeling confirms the proposed stormwater management system will reduce pollutant loads in stormwater leaving the site and meet Council's requirements.

### 5.1.8 Hazards

#### Contamination

No contamination has been identified as potentially affecting the site.

Only virgin excavated natural materials (VENM) would be imported onto the site for the bulk earthworks.

#### Bushfire

The site is not identified as being bushfire prone land.

#### Flooding

The site is not identified as being subject to flooding.

#### Fire

A Fire Safety Strategy for the development prepared by Raw Fire is attached at **Appendix 8**. The Fire Safety Strategy addresses fire-related performance requirements of the BCA and any Deemed-to-Satisfy



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(DtS) solutions. The Fire Safety Strategy addresses fire resistance provisions; egress provisions; services and equipment; fire brigade intervention; and management controls and procedures.

### Dangerous Goods

The CDC approval included diesel and LPG storage areas, in accordance with relevant Australian Standards.

#### 5.1.9 Safety, Security and Crime Prevention

The principles of Crime Prevention Through Environmental Design (CPTED) have been addressed during previous planning and development of the site for the existing industrial warehouse. The proposed alterations and additions form a reasonable extension to the existing building and will not have an adverse impact on the CPTED principles.

The existing security measures established for the Coles Myer CDC facility will remain unchanged.

#### 5.1.10 Waste Management

The proposed extension of the existing warehouse will adopt the procedures for handling and storing waste that are already in place and enforced by Coles Myer CDC facility.

A waste compactor and cardboard compactor has been installed on the site.

A Waste management Plan has been prepared addressing operational waste.

#### 5.1.11 Noise and Dust

The proposed use is consistent with adjacent and nearby industrial uses which are permissible in the zone. No unreasonable noise impacts will result.

The site sits amidst industrial land and is well removed from any residential development. The proposed development is unlikely to affect the amenity of the surrounding industrial areas.

Standard dust mitigation measures will be implemented during construction to minimize potential dust impact of the proposal.

#### 5.1.12 Construction Impacts

##### Building Code of Australia

The Building Code of Australia (BCA) Report prepared by Blackett Goldsmith (**Appendix 6**) identifies the building to be Class 5 (Offices) and Class 7b (Warehouse).

The report nominates relevant BCA prescriptive or 'deemed to satisfy' compliance provisions and possible areas in which alternate performance based alternate design solutions can be adopted where compliance with the nominated prescriptive provisions may not be practically achievable.

##### Access

An Accessibility Report prepared by One Group ID confirms the proposed extension is exempt under the relevant requirements (**Appendix 7**).

## 5.2 The Suitability of the Site for the Development

The site is zoned, and utilised, for the purpose of General Industry. The proposal is consistent with the zone and the use of the site as warehouse and office development. The use will remain appropriate in the context of the site's zoning.



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The site is situated close to a cluster of industrial facilities. The NSW Government's Draft North West Subregional Plan recognizes the advantages of strengthening industrial services in Blacktown.

The site is suitable for the development as it already accommodates compatible activities and does not have any hazards or sensitive features which would otherwise preclude the development. The site is not located adjacent to any sensitive receptors in terms of views or noise and benefits from a major arterial road network.

Having regard for the strategic vision for this site as part of an employment area, the zoning to support the function as proposed and the immediate locality supporting industrial facilities, the subject site is considered suitable to support the proposed expansion of the Coles Myer CDC facility.

In summary, the site is suitable for the following reasons:

- Site is located in the Eastern Creek Precinct employment lands
- Site is conveniently located close to major transport corridors (i.e. M4 and M7 Motorways)
- Site is located adjacent to the Coles Myer National Distribution Centre
- The land has been extensively cleared
- There are no residential areas in close proximity to the site
- Services are, or can be, made available to the site

### **5.3 Any submissions made in accordance with the Act**

No submissions have been received in relation to the proposed development.

### **5.3 The Public Interest**

No significant environmental impact is to occur from the proposal which will provide for the expansion of the Coles Myer CDC facility. The proposed expansion is in the public interest and will have positive economic impacts including employment benefits.



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### **PART F STATEMENT OF COMMITMENTS**

In June 2005 a developer agreement between the Minister and Macquarie Goodman was established to ensure adequate provisions are made for local and regional services. This agreement required Macquarie Goodman to:

- Undertake works for the provision of water, sewer, drainage, and electricity works worth over \$19 million (completed);
- Contribute towards the provision of regional transport services at a rate of \$68,200 per developable hectare (completed);
- Upgrade both Wallgrove Road and Old Wallgrove Road to provide for the predicted traffic growth in the area (partially commenced works, now RMS project on REF);
- Pay a proportional contribution to the upgrade work of the Wallgrove Road/ Old Wallgrove/ M7 Motorway interchange.

We understand that the existing developer agreement covers the proposed expansion works and so no further contribution is required.



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### **PART G CONCLUSION**

The proposed industrial warehouse and office expansion project at Lot 451 DP 1109136 and Lot 4 DP 1159804 Old Wallgrove Road, Eastern Creek for the chilled storage of fresh and perishable grocery products for Coles Myer is permissible within the zone and is compatible with the zone objectives.

A number of economic and employment benefits are likely to eventuate from the development without any significant adverse environmental impacts.

The proposal meets the aims and objectives of all relevant policies and is consistent with the locality and will have no significant negative environmental impact. In particular, the design integrates with the existing structures on the site and will result in only minor additional traffic impacts which can be accommodated on site and within the surrounding road network.

Based on the above assessment it is recommended that the proposal be supported by the Department of Planning and Infrastructure.



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**Appendix 1**  
**Proposed Approval 08\_0169**



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**Appendix 2  
Architectural Plans**



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# **Appendix 3 Engineering Report**



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**Appendix 4**  
**Civil Engineering Plans**



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**Appendix 5  
Landscape Plan**



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**Appendix 6  
BCA Report**



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**Appendix 7**  
**Accessibility Report**



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**Appendix 8  
Fire Safety Strategy**



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**Appendix 9  
Traffic Assessment**



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**Appendix 10  
Waste Management Plan**

