

10 June 2010

The Director General  
**Department of Planning**  
 23-33 Bridge Street  
 SYDNEY NSW 2000

**Attention: Mr Chris Wilson, Executive Director, Department of Planning**

Dear Chris,

**Re: Bungarrabee Industrial Estate: Proposed Metcash NSW Distribution Centre;  
 Project Description Report**

**1.0 INTRODUCTION**

Goodman Limited (Goodman) is proposing to develop the Metcash NSW Distribution Centre, at Bungarrabee Industrial Estate (formerly known as DOP Site 5 - Huntingwood West in the Western Sydney Employment Hub) at Brabham Drive, Eastern Creek (See Figure 1).

This Project Description Report has been prepared by Goodman to assist the Department of Planning's initial consideration of the proposal under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

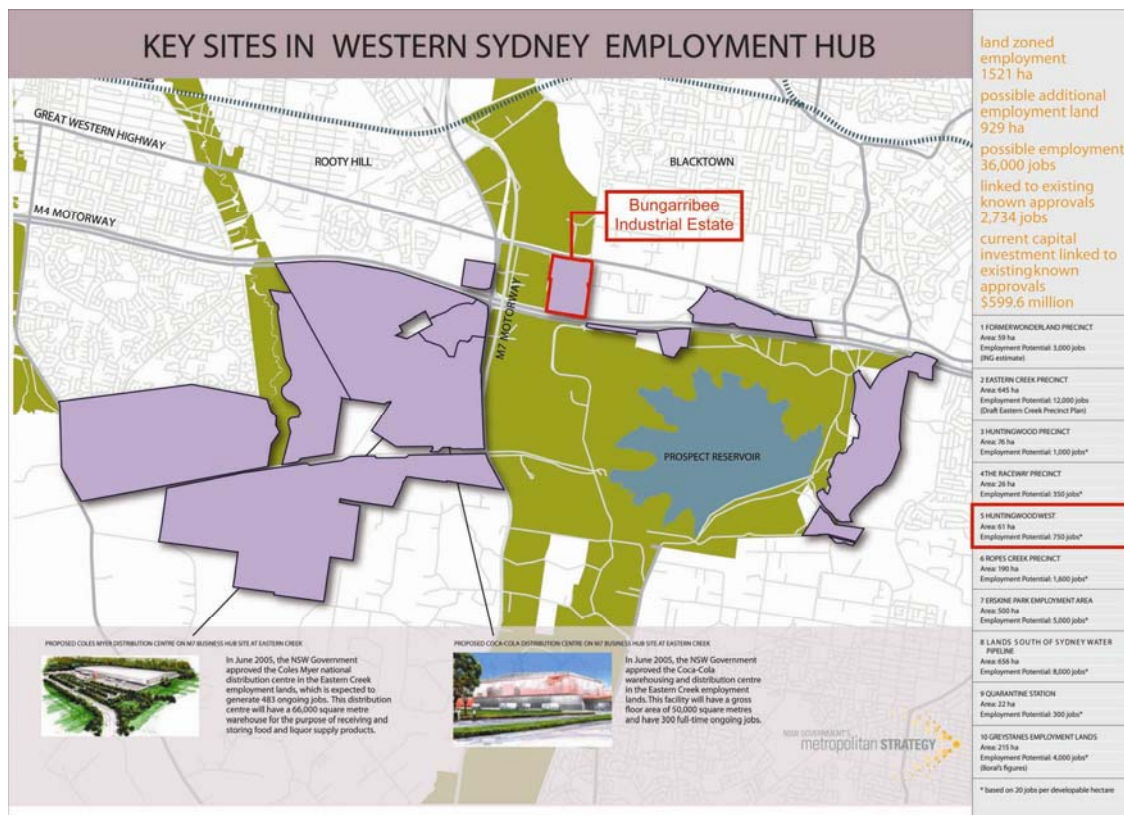


Figure 1: Regional Context Plan, showing Sydney's Western Sydney Employment Lands (Source: Metropolitan Strategy)

## **2.0 BACKGROUND**

The Bungaribee Industrial Estate is a 56 ha parcel of land located within Blacktown LGA. It is bounded by Eastern Creek, the Great Western Highway, Brabham Drive and the M4 Motorway. It is legally described as Lots 1-6 in DP 1127100.

On the 25 September 2006, Landcom, on behalf of the then owner, lodged a concept plan (MP 06\_0203) for a 47 lot subdivision for employment uses, associates roads and services and infrastructure on the site and public open space. On the 9 December 2006, the Minister for Planning granted approval, subject to modifications, to the Concept Plan.

On 11 May 2007, the site was gazetted as a State Significant site in Schedule 3 of State Environmental Planning Policy (Major Projects) 2005 (Major Projects SEPP) and rezoned as IN1 General Industrial to promote employment generating uses on the site.

In August 2008, the Minister for Planning approved subdivision of the subject site (MP 08\_0055) into 6 lots to facilitate the staged transfer of land to the purchaser (Goodman) (See Figure 2).

On 4 June 2010, Goodman lodged the 'Stage 1: Infrastructure Project' with the Department of Planning. This application includes the following:

- Subdivision to create new road, open space and stormwater detention lots;
- Construction of new intersections and internal estate roads in accordance with the statement of commitments in the approved Concept Plan;
- Bulk earthworks and stormwater management;
- Estate landscaping and offsite stormwater detention works; and
- Modifications to the development design controls.

Prior to the determination of any Project Application, Goodman must also execute an Infrastructure Deed with the RTA and the Ministerial Corporation with respect to Regional Road contributions as required by Condition B2 of MP (08\_0055).

## **3.0 LAND OWNERSHIP**

Goodman is the owner of Lot 3 of the estate and is the purchaser under contract for the remainder of the site. The remainder of the site is owned by the Minister administering the *Environmental Planning & Assessment Act 1979*. The remaining allotments are to be purchased on a progressive basis.

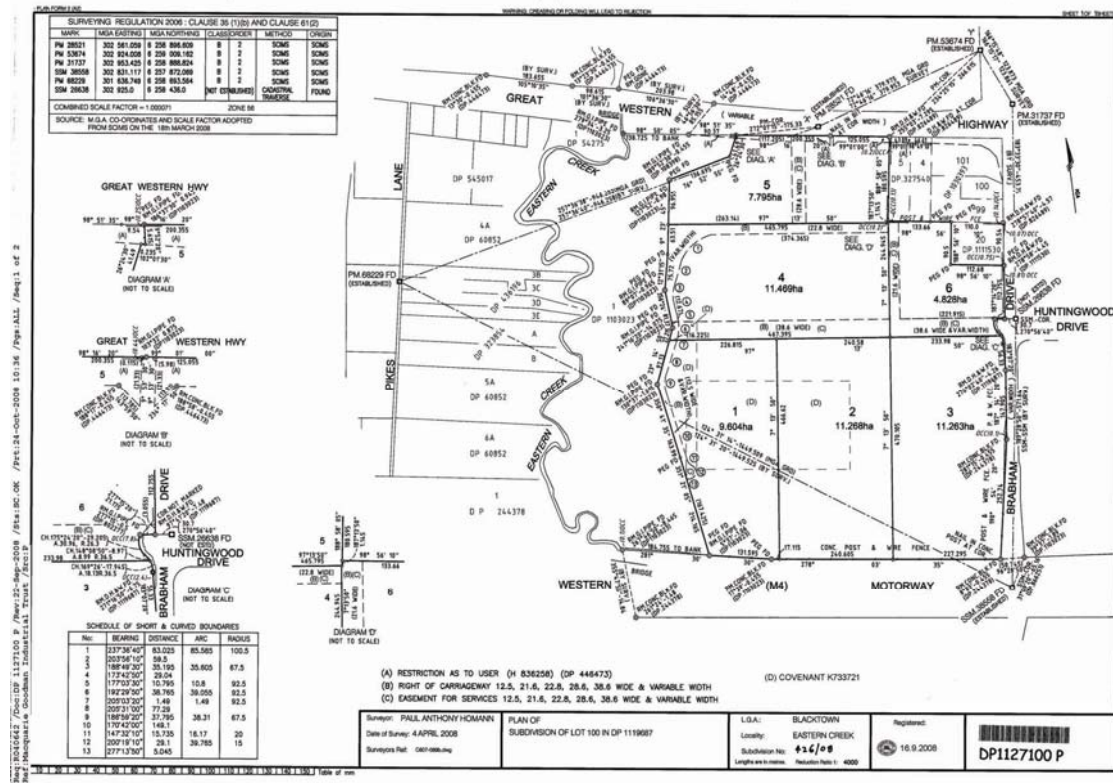


Figure 2: Approved Subdivision Plan (MP 08\_0055)

#### 4.0 LAND THE SUBJECT OF THIS APPLICATION

Huntingwood West is a 56 Hectare parcel of land bounded by Eastern Creek, the Great Western Highway, Brabham, Drive and the M4 Motorway (See Figure 3). The site is located within the Local Government Area of Blacktown.

The proposed project would be located on Lot 2 and 3 (DP 1127100) in the south eastern corner of the estate comprising a 187,907m<sup>2</sup> rectangular shaped parcel of land.

The site has a shallow fall west / north-westerly direction of approximately 9-10m across the site.

The site mainly comprises open grassland areas. There are some areas of remnant Cumberland Plain Woodland in the north-east of the site. The Concept Plan approval acknowledges this vegetation and provides an offset regime to enable removal of this vegetation.

Historically, the site has been predominately used for agriculture.



Figure 3: Aerial Photograph

## 5.0 PROJECT OBJECTIVE

### **Metcash**

Metcash Trading Limited (Metcash) is a leading marketing and distribution company operating in the food, liquor and other fast moving consumer goods categories. It has three key business segments namely – IGA Distribution, Campbells Cash & Carry and Australian Liquor Markets.

### **Project Need**

In order to support further business growth, coupled with a need to generate greater efficiencies in the supply and distribution network, Metcash intend to rationalise their supply chain operations to create a single consolidated NSW distribution centre at Huntingwood West. Metcash currently occupy a number of facilities spread throughout Sydney, this new facility would result in a centralisation and expansion of the existing operations.

The site has been selected due to its proximity to the M4 and M7 motorways from which Metcash would best be able to serve their Sydney and NSW customer base.

## 6.0 PROPOSED PROJECT

Goodman is currently preparing a project application for the proposed project referred to as the 'Metcash Sydney Distribution Centre'. This key elements are as follows:

- Construction of three warehouses and ancillary office with a total building area of 96,330m<sup>2</sup>;
- construction of a two level car park for 591 cars;
- associated hard stand and loading and servicing area; and
- site landscaping.

A preliminary site layout is shown in Figure 4 below.



Figure 4: Indicative Project Layout

Preliminary staging is shown in Figure 5 below.

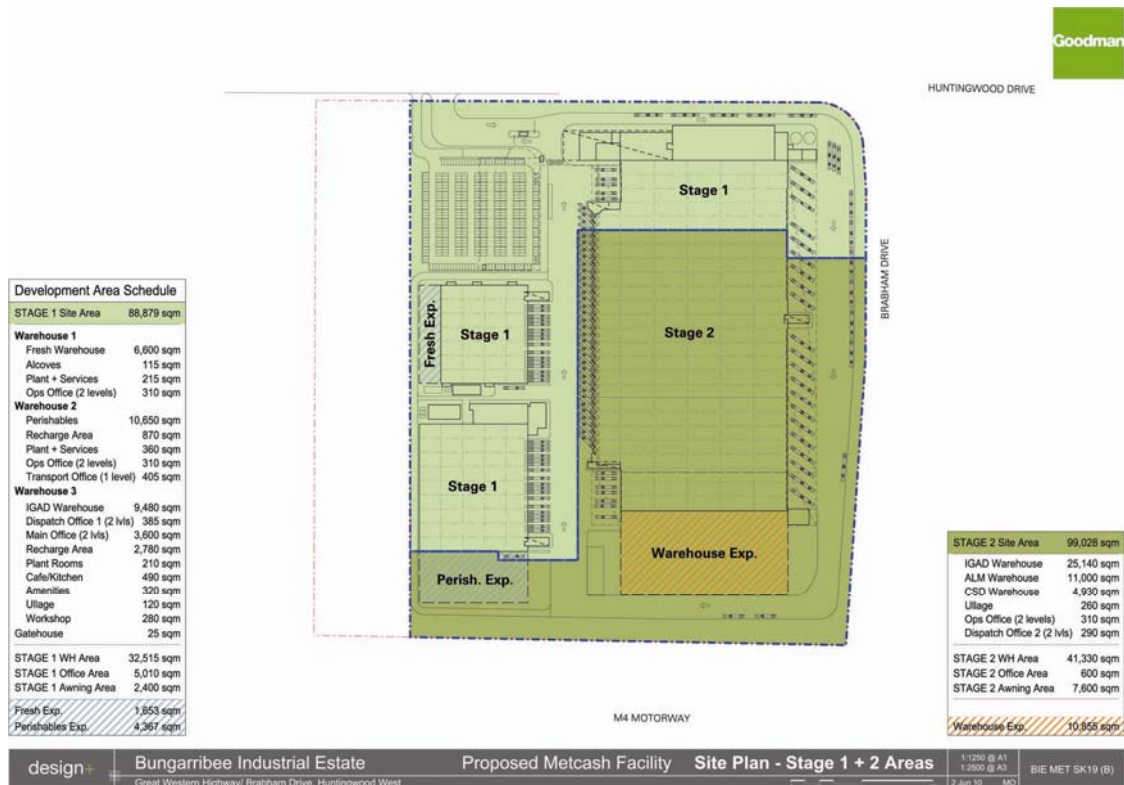


Figure 5: Preliminary Project Staging

A summary of the major components of the project is included in Table 1 below:

**Table 1: Major Components of the Project**

<b>Element</b>	<b>Description</b>
<b>Project Summary</b>	<b>Construction and operation of a warehouse and distribution centre (Metcash NSW Distribution Centre) at Huntingwood West, Eastern Creek including three (3) warehouses and ancillary office with a total building area of 96,330m<sup>2</sup>, a two level car park structure, associated land stand / loading and servicing area and site landscaping.</b>
<i>Building Facilities:</i>	The key components of the building facilities are expanded below: <ul style="list-style-type: none"><li>• Warehouse 1: will have a total area of 8,890m<sup>2</sup> including a two level operations office (310m<sup>2</sup>) and future expansion of 1,650m<sup>2</sup></li><li>• Warehouse 2: will have a total area of 16,965m<sup>2</sup> including a two level operations office (310m<sup>2</sup>) and a single level transport office (405m<sup>2</sup>) and future expansion of 4,370m<sup>2</sup>;</li><li>• Warehouse 3: will have a total building area of 70,450m<sup>2</sup> including the main office (3,600m<sup>2</sup>) and future expansion of 10,855m<sup>2</sup>.</li></ul>
<i>Staging:</i>	Development staging would most likely comprise of three stages as follows (as shown in Figure 5): <ul style="list-style-type: none"><li>• Stage 1: total building area of 37,525m<sup>2</sup> including warehouse 1 and 2 and part of warehouse 3</li><li>• Stage 2: total building area of 41,930m<sup>2</sup> comprising the remainder of warehouse 3</li><li>• Stage 3: total building area of 16,875m<sup>2</sup> comprising expansion of warehouse 1, 2 and 3.</li></ul>
<i>Stormwater Management:</i>	On-site stormwater detention and water quality measures in accordance with the Concept Plan stormwater management strategy and Water Sensitive Urban Design strategy.
<i>Traffic:</i>	Operational traffic is expected to consist of heavy vehicular movements to and from the site, employee car movements to and from the site, some visitor car movements and less frequent maintenance and delivery vehicle movements.
<i>Capital Investment Value:</i>	\$65 million
<i>Construction:</i>	Peak construction workforce: Estimated operational workforce: 600
<i>Hours of Operation:</i>	Operations would take place 24 hours a day, 7 days a week

Estate infrastructure including provision of estate roads, estate stormwater works, utilities and services (including water, sewer, gas and telecoms) is subject to the Stage 1: Infrastructure Project which is currently under determination by the Department of Planning. The key elements of this application are shown in Figure 5 below. It is expected that these works (subject to some minor modifications) would be conducted concurrently with the carrying out of this project.

Subdivision would also be required to ensure the completed development would be located on an individual allotment however this would be pursued via a separate application.



Figure 5: Infrastructure Project Layout

## 5.0 CONSULTATION

Agencies and other key stakeholders that may have an interest in the proposal and would be consulted during the application process include:

- Design Review Panel;
- Blacktown Council;
- Roads and Traffic Authority (RTA);
- Sydney Water;
- Integral Energy

It is not anticipated that any other agency approvals will be required.

## 6.0 STATUTORY CONTEXT

### **Major Project**

The proposal is classified as a major project under Part 3A of the Environmental Planning and Assessment Act 1979 (EP&A Act), because it involves development for the purpose of container storage facilities, or storage or distribution centres, with a capital investment value of more than \$30 million and therefore triggers the criteria in Clause 12 of Schedule 1 of *State Environmental Planning Policy (Major Projects) 2005*.

Consequently, the Minister for Planning is the approval authority for the project.

### **Permissibility**

The land is a State Significant Site under Schedule 3 of the Major Projects SEPP (Amendment No.14). It is zoned IN1 General Industrial. The objectives of this zone are as follows:

**Clause 6 General Industrial:**

(1) *The objectives of this zone are as follows:*

- (a) *to facilitate development for a wide range of employment-generating industrial, manufacturing, warehousing, storage or research purposes, including ancillary office space,*
- (b) *to ensure development enhances the amenity of the Huntingwood West Precinct by including high quality landscaping, adequate building setbacks, high quality external finishes and the like,*
- (c) *to encourage employment opportunities,*
- (d) *to minimise any adverse effect of industry on other land uses.*

(2) *Development for the purpose of environmental protection works is permitted without development consent on land within Zone IN1 General Industrial*

(3) *Development for any of the following purposes is permitted only with development consent on land within Zone IN1 General Industrial:*

*Automotive and motor sport industry related uses; depots; freight transport facilities; light industries; neighbourhood shops; roads; transport depots; truck depots; warehouse or distribution centres.*

(4) *Except as otherwise provided by this Policy, development is prohibited on land within Zone IN1 General Industrial unless it is permitted by subclause (2) or (3).*

Accordingly, the proposal, being development for the purpose of warehousing or distribution purposes, is currently permissible under the *Major Projects SEPP* as it permits development for this purpose with consent.

**Other Environmental Planning Instruments**

The following environmental planning instruments are of relevance to the proposed Major Project:

- *SEPP (Infrastructure) 2007;*
- *SEPP (Major Projects) 2005;*
- *State Environmental Planning Policy (SEPP) – Infrastructure;*
- *Draft SEPP 66 – Integration of Land Use and Transport;*
- *Huntingwood West Concept Plan and Statement of Commitments.*

**6.0 CONSISTENCY WITH CONCEPT PLAN**

A preliminary assessment of the consistency of the application with respect to the Huntingwood West Concept Development Design Controls is included in Table 2 below.

**Table 2: Huntingwood West Concept Plan Compliance**

<i>Issue</i>	<i>Key Provisions</i>	<i>Compliance (As modified)</i>	<i>Comments</i>
4.1.1	Subdivision <ul style="list-style-type: none"> <li>20m vegetated buffer to M4 Motorway</li> </ul>	Yes	<ul style="list-style-type: none"> <li>Proposal complies</li> </ul>
4.6.1	General Design Principles <ul style="list-style-type: none"> <li>No loading docks facing Parklands or Great Western Highway</li> <li>Parking / loading areas to be integrated with site layout and screened where possible</li> </ul>	Yes Yes	<ul style="list-style-type: none"> <li>Proposal complies</li> <li>Eastern loading dock will be screened by landscaping and level change</li> </ul>
4.6.3	Site Coverage <ul style="list-style-type: none"> <li>Max site coverage 65% (including awnings)</li> </ul>	Yes	<ul style="list-style-type: none"> <li>Proposal complies</li> </ul>
4.6.3	Building Setbacks <p>Relevant Building setbacks:</p> <ul style="list-style-type: none"> <li>20m from M4 motorway (20m landscaping)*</li> <li>15m Brabham Drive and Central Estate Road (10m landscaping)</li> <li>Nil side setbacks (subject to fire rating requirements)</li> </ul>	Yes Yes Yes	<ul style="list-style-type: none"> <li>Proposal Complies</li> <li>Proposal Complies</li> <li>Proposal Complies</li> </ul>
4.6.3	Other Design Controls <ul style="list-style-type: none"> <li>Office component to be located generally on primary street frontage</li> </ul>	Yes	<ul style="list-style-type: none"> <li>Proposal Complies</li> </ul>
	Car Parking Provision <p>Warehouses:</p> <ul style="list-style-type: none"> <li>1 per 200m<sup>2</sup></li> </ul> <p>Office:</p> <ul style="list-style-type: none"> <li>1 per 40m<sup>2</sup></li> </ul>	Yes	<ul style="list-style-type: none"> <li>Proposal complies</li> </ul>

\*As modified by Concept Plan amendments in the Infrastructure Project and as agreed with Design Review Panel & Landcom

## 6.0 ENVIRONMENTAL ISSUES

Goodman is currently undertaking an environmental assessment of the land the subject of the proposed project application. A brief summary of the scope of this environmental assessment is provided in the following table to identify the key environmental issues for further assessment and to assist in the preparation of the Director-General's environmental assessment requirements for the project.

**Table 3: Environmental Assessment Summary**

<b>Aspect</b>	<b>Comment</b>
<i>Soil &amp; Water:</i>	<p><i>Geology and Soils:</i></p> <ul style="list-style-type: none"> <li>Assessment indicates no major geological or hydrogeological constraints to development of the site</li> <li>An Erosion and Sediment Control plan will be prepared for the proposal.</li> </ul> <p><i>Site Contamination:</i></p> <ul style="list-style-type: none"> <li>The site has been remediated. An independent Site Audit Statement was issued in February 2008 by site auditor Chris Jewell of CM Jewell and Associates certifying the site is suitable for industrial uses.</li> </ul> <p><i>Salinity:</i></p> <ul style="list-style-type: none"> <li>Some areas of the site may have moderate to high salinity potential. These areas will be further investigated and management strategies will be developed as/if required.</li> </ul> <p><i>Acid Sulphate Soils:</i></p> <ul style="list-style-type: none"> <li>The site has a negligible risk of containing acid sulphate soils, given its elevation and location.</li> </ul> <p><i>Riparian Areas / Waterbodies:</i></p> <ul style="list-style-type: none"> <li>There are no categorised streams or waterbodies located on the site</li> <li>The proposed development would not result in any works within the Eastern Creek riparian zone.</li> </ul> <p><i>Flooding:</i></p> <ul style="list-style-type: none"> <li>A Flood Study has been prepared by Bewsher Pty Ltd which indicates that the site is located outside of the probable maximum flood (PMF) zone.</li> </ul> <p><i>Drainage / Stormwater Management:</i></p> <ul style="list-style-type: none"> <li>Stormwater will be managed in order to ensure that the development does not result in any net impact on the water quality or quantity of Eastern Creek</li> <li>A stormwater management plan will be prepared in accordance with the Concept Plan best practice Water Sensitive Urban Design measures.</li> </ul>
<i>Noise:</i>	<ul style="list-style-type: none"> <li>The site is located adjacent to an existing industrial area, however sensitive receivers in the surrounding area include rural residential land users to the west</li> <li>A Noise Impact Assessment will be carried out to ensure that the development will not result in a significant noise impact to surrounding land users</li> </ul>
<i>Air Quality:</i>	<ul style="list-style-type: none"> <li>The proposal is not expected to generate significant air emissions – dust emissions during construction works are to be managed by the adoption of standard best practice dust management measures during construction.</li> </ul>
<i>Flora and Fauna:</i>	<ul style="list-style-type: none"> <li>A Flora and Fauna Survey and assessment of the site was undertaken by Eco Logical Australia and was submitted to the Department of Planning as part of the approved Huntingwood West Concept Plan. The report concluded that no threatened flora or fauna species have been recorded on the site. There is some remnant Cumberland Plain woodland on the subject site. This vegetation would be cleared under the agreed offset strategy in the Concept Plan Approval.</li> </ul>
<i>Indigenous Heritage:</i>	<ul style="list-style-type: none"> <li>An Aboriginal Archaeology Assessment has been carried out by Jo McDonald Cultural Heritage Management Pty Ltd for the Concept Plan</li> <li>This study covered a number of precincts in the Western Sydney Parklands area including the Huntingwood West site and the Doonside residential parcel to the north of Great Western Highway.</li> <li>The Study concludes that no further archaeological investigation is required within the Huntingwood West parcel due to the establishment of a conservation zone and conducting of additional salvage work in the Parlands and Doonside precincts.</li> </ul>

<i>Historical Heritage:</i>	<ul style="list-style-type: none"> <li>• A Heritage Impact Statement (HIS) was prepared by Godden Mackay Logan with the Huntingwood West Concept Plan. The site is not listed as containing any significant heritage items, nor is it listed on the State Heritage Register. This study does not identify any elements of heritage value which would be affected by this proposal.</li> </ul>
<i>Traffic &amp; Transport:</i>	<ul style="list-style-type: none"> <li>• A Transport and Accessibility Management Plan (TMAP) was prepared by Maunsell to support the concept plan. A Traffic Impact Assessment of the proposed development and comparison with the approved concept plan was undertaken by GHD Pty Ltd for the proposed estate road and intersection upgrades. A further traffic impact assessment will be conducted to demonstrate that the proposed development can be accommodated via the expected estate roads and intersection upgrades. However the proposed upgrades have been designed to accommodate future industrial traffic across the whole estate.</li> <li>• The car parking provision is generally in accordance with the car parking rates required in the Concept Plan Development Design Controls.</li> </ul>
<i>Visual Amenity:</i>	<ul style="list-style-type: none"> <li>• A Visual Assessment prepared by Richard Lamb and Associates was prepared for the Concept Plan. The project will result in the development of relatively large buildings however it is expected that the visual impact of these building will be low with respect to nearby view corridors and vantage points.</li> </ul>
<i>Hazards:</i>	<ul style="list-style-type: none"> <li>• The proposal is not expected to involve any significant hazards (such as significant dangerous goods storage).</li> </ul>
<i>Greenhouse Gas Emissions:</i>	<ul style="list-style-type: none"> <li>• A key consideration in the inception of the project has been the need to generate greater supply chain and logistics efficiencies with a centrally located, consolidated purpose built facility. However further efficiency initiatives are being explored and an Energy Efficiency report will be included with the project application</li> </ul>
<i>Construction Management</i>	<ul style="list-style-type: none"> <li>• A Construction Environmental Management Plan for the construction phase of the development to manage the environmental impacts associated with noise, traffic, waste, erosion and sedimentation control would be submitted prior to construction.</li> </ul>

## 7.0 CONCLUSION

Goodman trusts that the information contained in this Project Description Report provides the Department of Planning sufficient information to enable its initial consideration of the proposed ***Metcash NSW Distribution Centre*** under Part 3A of the EP&A Act. In this regard, Goodman requests that the Department:

- Seek the opinion of the Minister for Planning that the ***Metcash NSW Distribution Centre*** is a project to which Part 3A of the EP&A Act applies;
- Issue Director-General's environmental assessment requirements for the Major Project application under Section 75F of the EP&A Act respectively; and
- Obtain authorisation from the Parklands Trust consenting to the carrying out of works on the parklands land in accordance with the terms of the Concept Plan.

Should you require any further information, please do not hesitate to contact the undersigned on (02) 9230 7297.

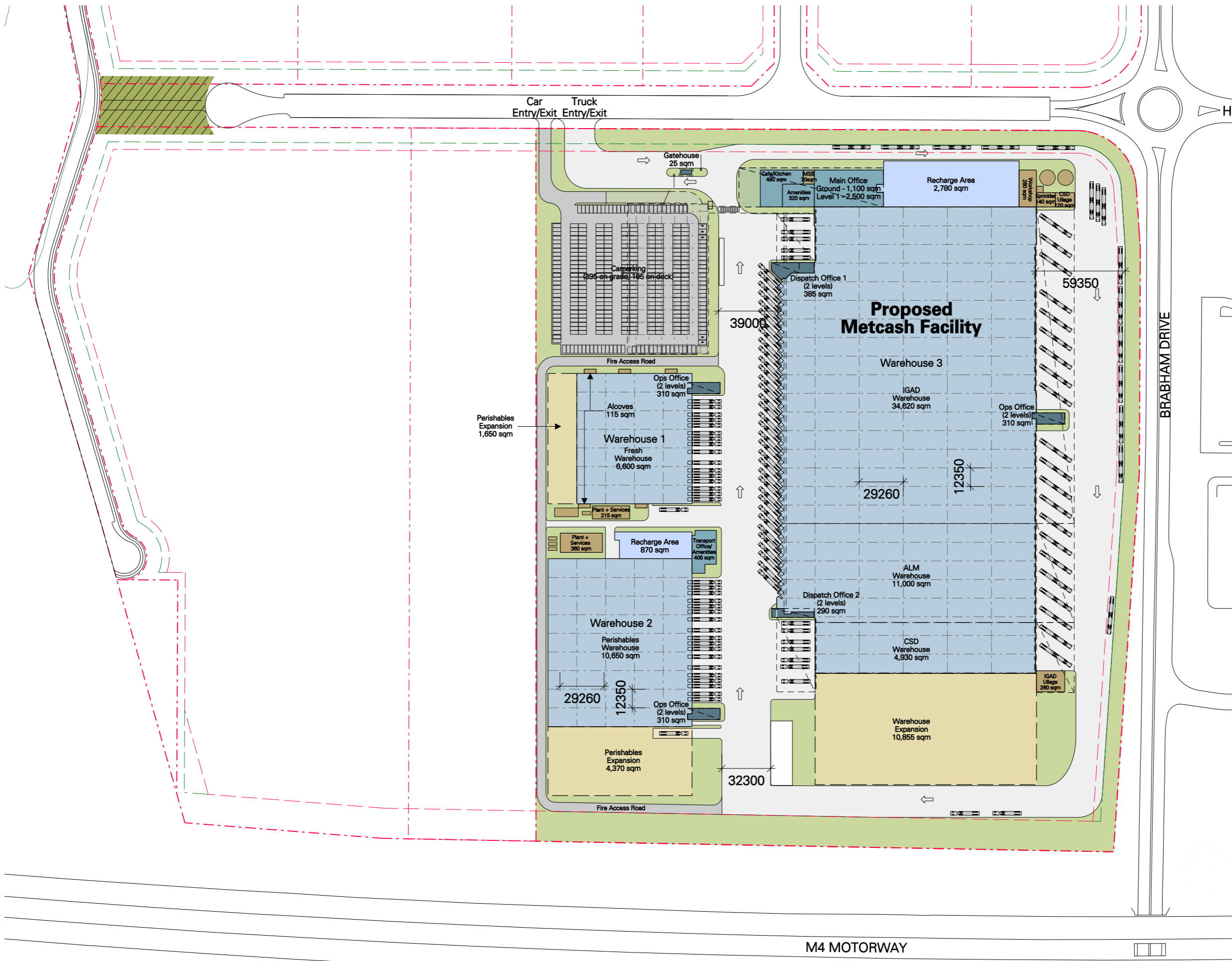
Yours faithfully,



**Richard Seddon**  
Planning Manager

**Encl.:**

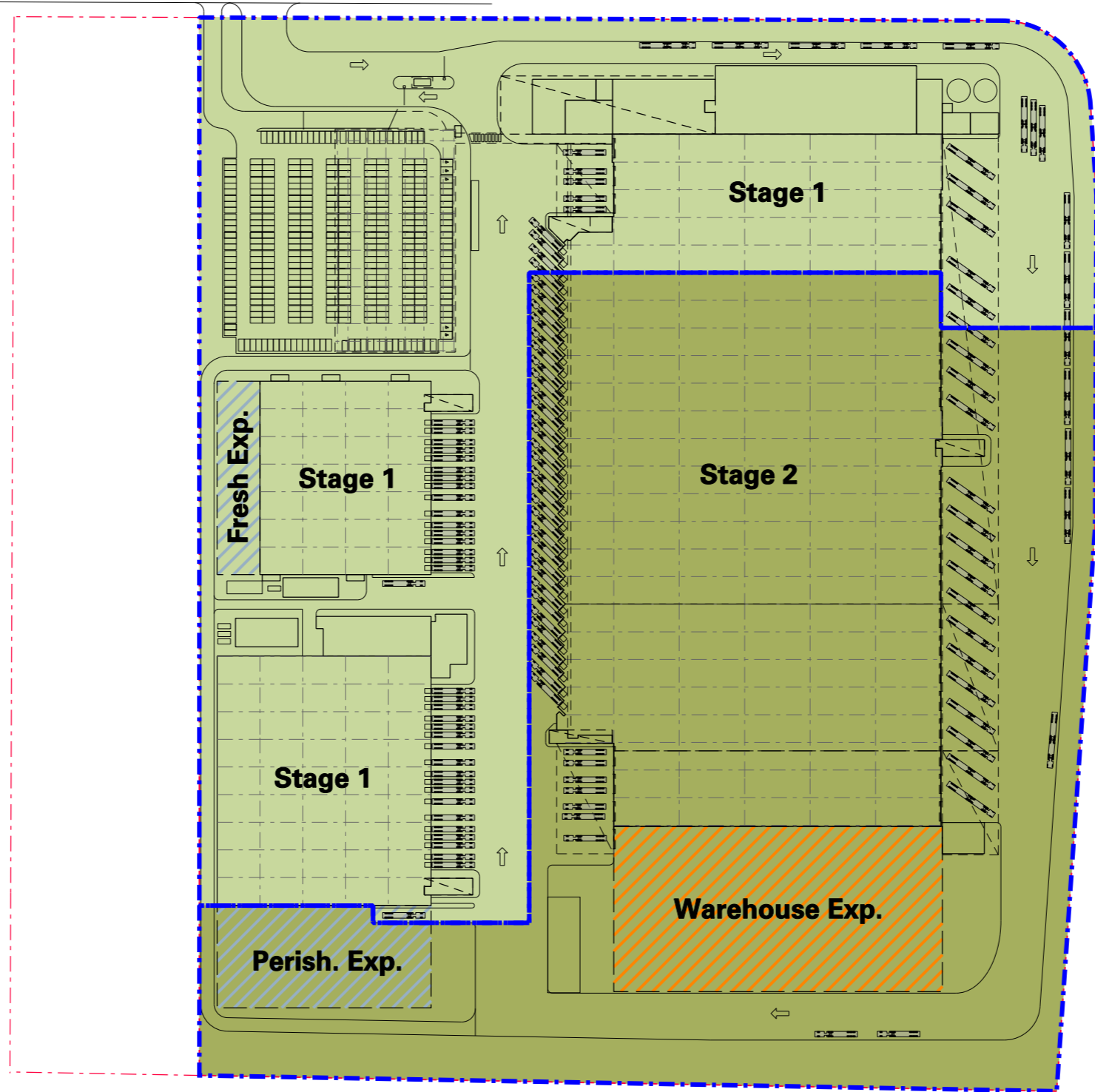
- ***Architectural Plans prepared by Design+, BIE MET SK18(B) and SK20(B)***



### Development Area Schedule

Site Area	187,907 sqm
<b>Warehouse 1</b>	
Fresh Warehouse	6,600 sqm
Alcoves	115 sqm
Plant + Services	215 sqm
Ops Office (2 levels)	310 sqm
<b>Warehouse 2</b>	
Perishables	10,650 sqm
Recharge Area	870 sqm
Plant + Services	360 sqm
Ops Office (2 levels)	310 sqm
Transport Office (1 level)	405 sqm
<b>Warehouse 3</b>	
IGAD Warehouse	34,620 sqm
ALM Warehouse	11,000 sqm
CSD Warehouse	4,930 sqm
Recharge Area	2,780 sqm
Workshop	280 sqm
Ullage	380 sqm
Ops Office (2 levels)	310 sqm
Dispatch Office 1 (2 lvs)	385 sqm
Dispatch Office 2 (2 lvs)	290 sqm
Plant Rooms	210 sqm
Cafe/Kitchen	490 sqm
Amenities	320 sqm
Main Office (2 lvs)	3,600 sqm
Gatehouse	25 sqm
<b>Total Building Area</b>	<b>79,455 sqm</b>
Warehouse Expansion	16,875 sqm
Office Expansion (2 lvs)	5,000 sqm
Awning	10,000 sqm
Site Cover	
(excl awning, incl expansion)	50 %
Floor Space Ratio	0.54 : 1
Hardstand Area	50,235 sqm
Light Duty Area	10,640 sqm
Carpark Deck	5,362 sqm
Fire Track Area	3,200 sqm
<b>Carparking</b>	<b>590</b>

Development Area Schedule	
<b>STAGE 1 Site Area</b>	<b>88,879 sqm</b>
<b>Warehouse 1</b>	
Fresh Warehouse	6,600 sqm
Alcoves	115 sqm
Plant + Services	215 sqm
Ops Office (2 levels)	310 sqm
<b>Warehouse 2</b>	
Perishables	10,650 sqm
Recharge Area	870 sqm
Plant + Services	360 sqm
Ops Office (2 levels)	310 sqm
Transport Office (1 level)	405 sqm
<b>Warehouse 3</b>	
IGAD Warehouse	9,480 sqm
Dispatch Office 1 (2 lvls)	385 sqm
Main Office (2 lvls)	3,600 sqm
Recharge Area	2,780 sqm
Plant Rooms	210 sqm
Cafe/Kitchen	490 sqm
Amenities	320 sqm
Ullage	120 sqm
Workshop	280 sqm
Gatehouse	25 sqm
STAGE 1 WH Area	32,515 sqm
STAGE 1 Office Area	5,010 sqm
STAGE 1 Awning Area	2,400 sqm
Fresh Exp.	1,653 sqm
Perishables Exp.	4,367 sqm



BRABHAM DRIVE

M4 MOTORWAY

<b>STAGE 2 Site Area</b>	<b>99,028 sqm</b>
IGAD Warehouse	25,140 sqm
ALM Warehouse	11,000 sqm
CSD Warehouse	4,930 sqm
Ullage	260 sqm
Ops Office (2 levels)	310 sqm
Dispatch Office 2 (2 lvls)	290 sqm
STAGE 2 WH Area	41,330 sqm
STAGE 2 Office Area	600 sqm
STAGE 2 Awning Area	7,600 sqm
<b>Warehouse Exp.</b>	<b>10,855 sqm</b>