

**VOLUME 1**

PROJECT APPLICATION (MP 10\_0140) ENVIRONMENTAL ASSESSMENT REPORT  
**METCASH DISTRIBUTION CENTRE AND ANCILLARY OFFICES**

**Part of Lot 2 and Lot 3 in Bungarabee Industrial Estate, Huntingwood West**



Prepared on behalf of



**GOODMAN INTERNATIONAL LIMITED**

OCTOBER 2010 (Revision 1)



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- B Traffic Impact Assessment, by Halcrow
- C Salinity Assessment & Management Plan, by GHD
- D Site Audit Statement, by Chris Jewell & Assoc
- E Sustainability Report, by Cundall
- F Material & Equipment Paper, by Metcash and report on Metcash's involvement in the National Packaging Covenant Mark II
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- R Flood Analysis, Bewsher Consulting
- S Air Quality Assessment, by Heggies

## STATEMENT OF VALIDITY

Prepared under the *Environmental Planning and Assessment Act, 1979*:

### Environmental Assessment Report prepared by

Name Sandra Robinson  
*Director*

Qualifications BTP (Hons), MPIA

Address Robinson Urban Planning Pty Ltd  
83 Fletcher Street  
TAMARAMA NSW 2026

### Project Application

Project Number 10\_0140

Proponent name Goodman International Limited

Proponent address Level 10, 60 Castlereagh Street  
SYDNEY NSW 2000

Land to which the Project Application applies Part of Lot 2 and Lot 3 DP 1127100  
Being land on the northwest corner of the M4 Motorway bridge over Brabham Drive

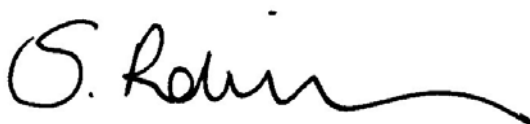
Project summary Construction and operation of new purpose built distribution centre, with ancillary offices for Metcash Trading Limited.

### Environmental Assessment

Certificate I certify that I have prepared the content of this Environmental Assessment and to the best of my knowledge:

- It is in accordance with the *Environmental Planning and Assessment Act 1979* and *Regulation*
- It is true in all material particulars and does not, by its presentation or omission of information, materially mislead.

Signature



Name Sandra Robinson, BTP (Hons), MPIA CPP

Date 19 October 2010

## EXECUTIVE SUMMARY

Goodman International Limited is proposing the development of a purpose built distribution centre for the Metcash Trading Limited on part of Lot 2 and Lot 3 (DP1127100) in the Bungarribee Industrial Estate. The site has an area of 18.7907ha and is located in the Blacktown City Local Government Area.

Metcash has three key business segments namely – IGA Distribution, Campbells Cash & Carry and Australian Liquor Markets. The project would rationalise their supply chain operations to create a single consolidated NSW distribution centre. The site was chosen due to its proximity to the M4 and M7 motorways and store locations. The site area, advanced state of preparation of the estate and the availability of a local employment base were also important considerations. The alternative to the project not proceeding would be continued operation of four existing Metcash facilities with associated business, transport and energy inefficiencies.

The Project Application (**PA**) seeks approval for the following (to be constructed in five stages):

1. Staged construction of:
  - (i) Three warehouse buildings with an ancillary office building and staff amenities having a total gross floor area of 103,087m<sup>2</sup> which represents a floor space ratio 0.55:1
  - (ii) A two level car parking structure for 797 cars (including bicycle parking)
  - (iii) Associated hardstand, loading and servicing areas
2. Landscaping of the site
3. Fit-out and use of the completed building by the Metcash

The estimated capital investment value of the project is \$65 million and it will employ 400 people during construction and 600 people once fully operational. The facility would operate 24 hours a day, 365 days a year.

Submission of this PA follows the Minister's approval of a Concept Plan for the Huntingwood West employment area (MP 06\_0203) and a PA for subdivision (MP 08\_0055). A separate PA for infrastructure works (MP 08\_0225) is currently being assessed by the Department of Planning.

The Environmental Assessment Report is supported by specialist advice in relation to architectural and landscape design, transport, traffic, access and parking, salinity, contamination, sustainability, waste management, soil and water management, noise, air quality, dangerous goods, BCA compliance, fire safety, infrastructure and flooding. The reports all show that the site is suitable for the proposed distribution facility and that the impacts of the project are acceptable.

The report also shows that the project is consistent with relevant strategic planning policies, environmental planning instruments and is generally consistent with the approved Concept Plan (including the Design Development Controls, as proposed to be modified), approved Subdivision PA and pending Infrastructure PA.

The comments and requirements of the Roads and Traffic Authority, Sydney Water, Integral Energy, Blacktown City Council and the Design Review Panel (Land & Property Management Authority, Office of Strategic Lands) have been addressed in the report.



## 1.0 INTRODUCTION

Goodman International Limited (**Goodman**) is proposing the development of a purpose built distribution centre for the Metcash Trading Limited (**Metcash**) on part of Lot 2 and Lot 3 (DP1127100) in the Bungarribee Industrial Estate<sup>1</sup> (the **site**).

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.

Metcash currently occupy a number of facilities spread throughout Sydney. 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 on the site. The proposed new facility would result in a centralisation and expansion of Metcash's existing operations.

Due to its accessibility to the M4 and M7 motorways, the site is ideally located for the new facility, enabling direct access to Metcash's Sydney and NSW customer base. The site is located in the Blacktown City Local Government Area (**LGA**).

This Environmental Assessment Report (**EAR**) is submitted to the Minister for Planning pursuant to Part 3A of the *Environmental Planning and Assessment Act, 1979* (**EP&A Act**). It forms part of a Project Application (**PA**) seeking approval for the following:

1. Staged construction of:
  - (i) Three warehouse buildings with an ancillary office building and staff amenities having a total gross floor area (**GFA**) of 103,087m<sup>2</sup> which represents a floor space ratio (**FSR**) 0.55:1
  - (ii) A two level car parking structure for 797 cars (including bicycle parking)
  - (iii) Associated hardstand, loading and servicing areas
2. Landscaping of the site
3. Fit-out and use of the completed building by the Metcash

The estimated capital investment value (**CIV**) of the project is \$65 million and it will employ 400 during construction and 600 people once fully operational. A completed certificate of cost form is attached to the PA application form.

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<sup>1</sup> Formerly known as DOP Site 5 - Huntingwood West in the Western Sydney Employment Hub.



Figure 1 – Site location plan



Figure 3 – Aerial photograph of the site and surrounds

Submission of this PA follows the Minister's approval of a Concept Plan for the Huntingwood West employment area (MP 06\_0203) and a PA for subdivision (MP 08\_0055). A separate PA for infrastructure works (MP 08\_0225) is currently being assessed by the Department of Planning (**DoP**).

This EAR has been prepared by Robinson Urban Planning Pty Ltd on behalf of Goodman (the proponent and existing/future landowner). It comprises two volumes.

**Volume 1** (this volume) describes the site, its locality, recent history and the project and includes an assessment in accordance with the Environmental Assessment Requirements (**DGRs**) issued by the Director-General of the DoP under Part 3A of the EP&A Act. It includes the following information and technical reports:

<b>Appendix A</b>	DGRs for MP 10_0140, issued 23 August 2010 (including correspondence from Blacktown City Council and the Roads and Traffic Authority ( <b>RTA</b> ))
<b>Appendix B</b>	Traffic Impact Assessment, by Halcrow
<b>Appendix C</b>	Salinity Assessment & Management Plan, by GHD
<b>Appendix D</b>	Site Audit Statement, by Chris Jewell & Assoc
<b>Appendix E</b>	Sustainability Report, by Cundall
<b>Appendix F</b>	Material & Equipment Paper, by Metcash and report on Metcash's involvement in the National Packaging Covenant Mark II
<b>Appendix G</b>	Design Review Panel letter (1 September 2010) & compliance table
<b>Appendix H</b>	Area summary
<b>Appendix I</b>	Architectural Design Statement, by Graypuksand
<b>Appendix J</b>	Landscape Design Report, by Site Image
<b>Appendix K</b>	Stormwater Management Strategy, by GHD
<b>Appendix L</b>	Soil and Water Management Plan (including a Concept Erosion and Sediment Control Plan), by GHD
<b>Appendix M</b>	Table of compliance with Design Development Controls ( <b>DDC</b> )
<b>Appendix N</b>	Noise Impact Assessment, by Heggies
<b>Appendix O</b>	Dangerous Goods Assessment, by Sinclair Knight Merz ( <b>SKM</b> )
<b>Appendix P</b>	BCA Assessment Report, by Blackett Maguire + Goldsmith
<b>Appendix Q</b>	Fire Engineering Brief, by RawFire
<b>Appendix Q</b>	Flood Analysis, Bewsher Consulting

**Volume 2** is an A3 document containing the plans listed in **Table 1**.

**Table 1 – PA Plans (Volume 2)**

Plan/author	Drawing reference	Rev/date
<b>Survey Plan</b>	112643002	01
Hard & Forester		
<b>Architectural</b>	BIE-3A-A01 Cover Sheet and Location Plan	3_10.9.10
Graypuksand	BIE-3A-A02 Estate Plan	3_10.9.10
Arc	BIE-3A-A03 Existing Site	2_9.9.10
	BIE-3A-A04 Site Plan - Overall	3_10.9.10
	BIE-3A-A05 Site Plan – Stage 1	3_10.9.10
	BIE-3A-A06 Site Plan – Stage 2	3_10.9.10
	BIE-3A-A07 Site Plan – Stage 3	3_10.9.10
	BIE-3A-A07a Site Plan – Stage 5	1_25.8.10
	BIE-3A-A08 Floor Plans – Car Park – Ground Floor	3_10.9.10
	BIE-3A-A09 Floor Plans – Car Park – First Floor	2_9.9.10
	BIE-3A-A10a Floor Plans – Warehouse 1 – Ground Floor (Part A)	1_25.8.10
	BIE-3A-A10b Floor Plans – Warehouse 1 – Ground Floor (Part B)	1_25.8.10
	BIE-3A-A10c Floor Plans – Warehouse 1 – Ground Floor (Part C)	1_25.8.10
	BIE-3A-A10d Floor Plans – Warehouse 1 – Ground Floor (Part D)	1_25.8.10
	BIE-3A-A10e Floor Plans – Warehouse 1 – Ground Floor (Part E)	1_25.8.10
	BIE-3A-A10f Floor Plans – Warehouse 1 – Ground Floor (Part F)	1_25.8.10
	BIE-3A-A11a Floor Plans – Warehouse 2 – Ground Floor	1_25.8.10
	BIE-3A-A11b Floor Plans – Warehouse 3 & Plant – Ground Floor	1_25.8.10
	BIE-3A-A12 Proposed Site Elevations, North, South, East and West	2_9.9.10
	BIE-3A-A13 Sections, North, South, East and West	1_25.8.10
	BIE-3A-A14 Main Office – Proposed Floor Plan – Ground Floor	2_9.9.10
	BIE-3A-A15 Main Office – Proposed Floor Plan – Level 1	2_9.9.10
	BIE-3A-A16 Main Office – Proposed Floor Plan – Level 2	2_9.9.10
	BIE-3A-A17 Main Office – Proposed Floor Plan – Level 3	2_9.9.10
	BIE-3A-A18 Main Office – Proposed Floor Plan – Level 4	2_9.9.10
	BIE-3A-A19 Main Office – Proposed Sections	2_9.9.10
	BIE-3A-A20 Main Office – Proposed Elevations – 2 Storey – Stage 1	2_9.9.10
	BIE-3A-A21 Main Office – Proposed Elevations – 3 Storey – Stage 4	2_9.9.10
	BIE-3A-A22 Main Office – Proposed Elevations – 5 Storey – Stage 4A	2_9.9.10
	BIE-3A-A23 WH1-A, B & C - Floor Plan & Elevations	1_25.8.10
	BIE-3A-A24 WH2-A - Office & Gatehouse-Proposed Floor Plan & Elevations	1_25.8.10
	BIE-3A-A25 WH3-A Office- Proposed Floor Plan & Elevations	1_25.8.10
	BIE-3A-A26 Main Office – Perspective View from Huntingwood Drive	
	BIE-3A-A27 Overall Site – Aerial View	
	BIE-3A-A28 Materials & Finishes Board	
	Water Tank – Detailed Sketch Design	
<b>Landscape Plan</b>	000 – Drawing Schedule	A_10/08/10
	001 – Landscape site plan	B_17.08.10
Site Image	101 – Landscape plan	B_17.08.10
	102 – Landscape plan	B_17.08.10
	103 – Landscape plan	B_17.08.10
	104 – Landscape plan	B_17.08.10
	501 – Landscape plan	B_17.08.10
	C001	D_7.09.10
	C002	D_7.09.10

Plan/author	Drawing reference	Rev/date
<b>Civil</b>	21-18115-C1001 – Cover sheet, locality plans and drawing list	B_6.9.10
GHD	21-18115-C1010 – General arrangement plan	B_6.9.10
	21-18115-C1011 – Site grading plan – sheet 1 of 4	B_6.9.10
	21-18115-C1012 – Site grading plan – sheet 2 of 4	B_6.9.10
	21-18115-C1013 – Site grading plan – sheet 3 of 4	B_6.9.10
	21-18115-C1014 – Site grading plan – sheet 4 of 4	B_6.9.10
	21-18115-C1021 – Site longitudinal sections – sheet 1 of 2	B_6.9.10
	21-18115-C1022 – Site longitudinal sections – sheet 2 of 2	B_6.9.10
	21-18115-C1025 – Site cross sections - sheet 1 of 2	B_6.9.10
	21-18115-C1026 – Site cross sections - sheet 2 of 2	B_6.9.10
	21-18115-C2001 – Cover sheet, locality plans and drawing list	A_6.9.10
	21-18115-C2010 – General arrangement plan	A_6.9.10
	21-18115-C2011 – Bulk Earthworks plan – sheet 1 of 4	A_6.9.10
	21-18115-C2012 – Bulk Earthworks plan – sheet 2 of 4	A_6.9.10
	21-18115-C2013 – Bulk Earthworks plan – sheet 3 of 4	A_6.9.10
	21-18115-C2014 – Bulk Earthworks plan – sheet 4 of 4	A_6.9.10
	21-18115-C2021 – Site longitudinal sections – sheet 1 of 2	A_6.9.10
	21-18115-C2022 – Site longitudinal sections – sheet 2 of 2	A_6.9.10

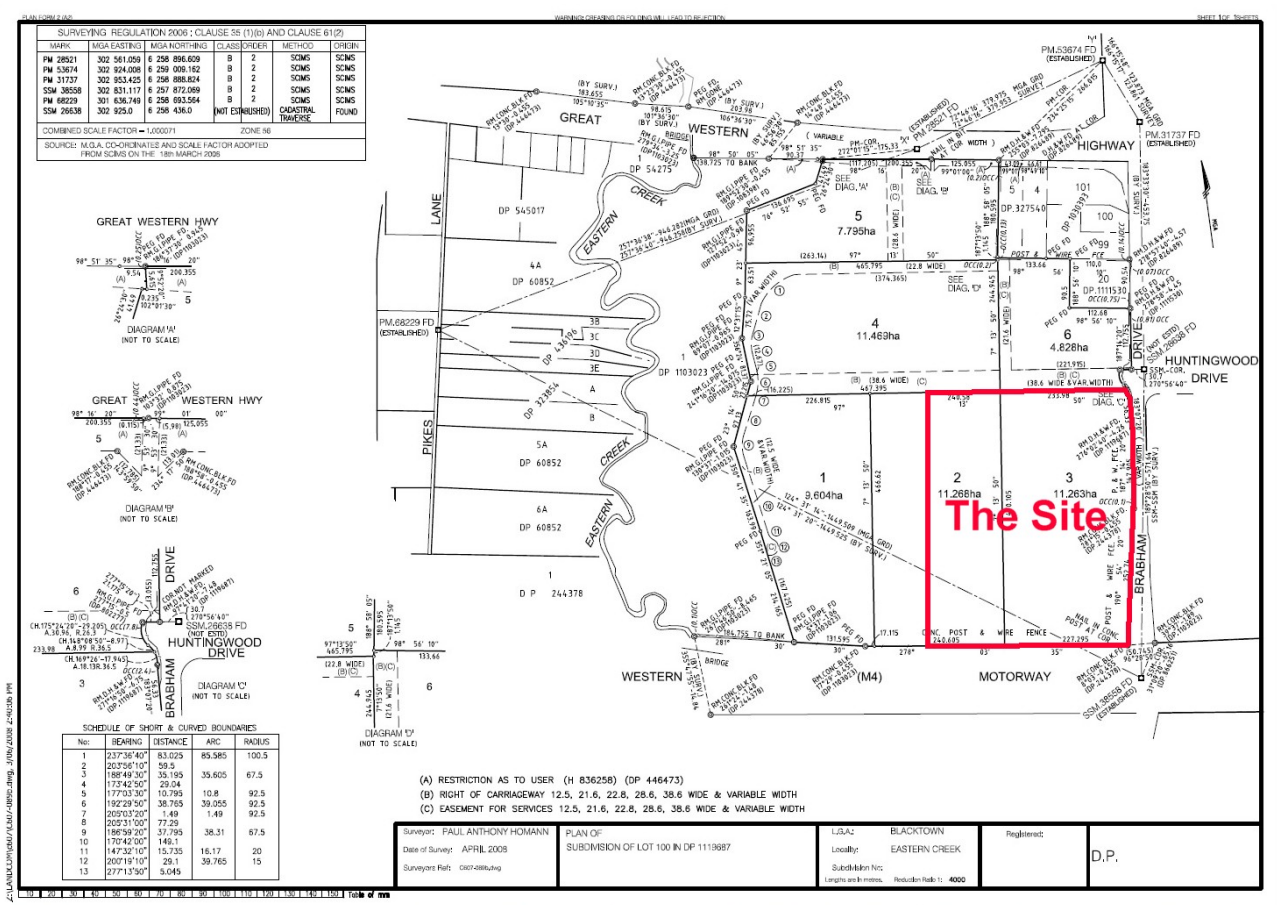


Figure 3 – Site plan

## 2.0 BACKGROUND

Recent events relevant to this PA include the following:

9 December 2006 The Minister for Planning granted conditional approval to a Concept Plan (MP No. 06\_0203) for development of the employment lands at Huntingwood West comprising:

- A 47 lot subdivision for employment generating uses<sup>2</sup>;
- Associated roads, services and infrastructure; and
- Public open space.

11 May 2007 *State Environmental Planning Policy (Major Development) 2005 (Major Development SEPP)* was amended to address Huntingwood West Precinct.

4 August 2008 Minister for Planning approved a PA for subdivision of the Bungarribee Industrial Estate (MP 08\_0055) into six lots.

4 June 2010 Goodman lodged a PA for the Stage 1 – Infrastructure (MP 08\_0225). The Infrastructure PA proposes the following works:

- 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
- Modifications to the Development Design Controls (**DDC**) approved as part of the Concept Plan.

Prior to the determination of the MP 08\_0225, Goodman will execute an Infrastructure Deed with the RTA and the Ministerial Corporation with respect to Regional Road contributions (Condition B2 of MP 08\_0055). The proponent has advised that it will also prepare a consolidated Voluntary Planning Agreement for all estate infrastructure works.

23 August 2010 The Director General issued DGRs for this EAR (**Appendix A**). Section 7.0 (**Table 6**) details the matters listed in the DGRs.

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<sup>2</sup> The Director-General's Environmental Assessment Report (p.1) for the Concept Plan states that:

*It is important to note that in future project applications/development applications for subdivision of individual lots, the nominal lots shown on the concept plan can be amalgamated to form larger 'super-lots', if required.*

### 3.0 SITE DESCRIPTION & ANALYSIS

<b>Location</b>	The site, bounded by the M4 Motorway and Brabham Drive, forms the north eastern corner of the 56ha Bungarribee Industrial Estate ( <b>Figure 1 and 2</b> ).
<b>Description</b>	Part of Lot 2 and Lot 3 DP 1127100 ( <b>Figure 3</b> ).
<b>LGA</b>	Blacktown City
<b>Frontages</b>	385 metres to the M4 Motorway (to the south) 456.975 metres to Brabham Drive (to the east) 392 metres to extension of Huntingwood Drive (to the north) 466.62 metres to remainder of Lot 2 and Lot 1 (to the west)
<b>Site area</b>	18.7907 ha
<b>Zoning</b>	Zone IN1 – General Industrial, under the Major Development SEPP.
<b>Access</b>	Access to the site is currently via Brabham Drive or Great Western Highway (via Rudders Lane). The site has proximity to a number of arterial roads – Great Western Highway to the north, the M7 Motorway to the west and the M4 Motorway to the south (refer Traffic Impact Assessment and Addendum, <b>Appendix B</b> ).
<b>Heritage</b>	The site is not listed as a heritage item and is not located in a conservation area. There are elements of potential archaeological significance and potential heritage significance on the site (Godden Mackay Logan, August 2006). Aboriginal Heritage and European Heritage have been addressed in the Infrastructure EAR (MP 08_0225, Statements of Commitment J and K).
<b>Improvements</b>	The site is vacant. It was previously used for agriculture (including market gardening, poultry farming and horse related activities such as agistment, stabling and training) and low density residential uses. A section of Rudders Lane crosses the site.
<b>Topography &amp; vegetation</b>	The site is generally flat, with a slight fall from Brabham Drive towards Eastern Creek (refer to Site Survey, <b>Volume 2</b> ). Most of the site is covered with exotic grassland. There is some moderately significant vegetation on the site. Removal of existing

		vegetation forms part of pending MP 08_0225.
<b>Geology and Hydrogeology</b>		Preliminary subsurface investigations have been undertaken as part of MP 08_0225 (including geo-technical and environmental assessments). These investigations indicate that the site's soil predominately consists of shale, carbonaceous claystone, laminate and some minor coral bands. Groundwater at the site is reported at approximately 4.0 – 4.3m below ground level.
<b>Land capability</b>		The site is not flood prone (Section 7.11 and <b>Appendix R</b> ). Part of the site is subject to salinity risk (as detailed in the Salinity Assessment, <b>Appendix C</b> ). Salinity has been addressed in pending MP 08_0225. The site has been remediated (Site Audit Statement and Report, <b>Appendix D</b> and Section 7.4.5).
<b>Adjoining uses</b>	<i>North</i>	Future extension of Huntingwood Drive, beyond which is vacant land in the Bungarribee Industrial Estate (Lots 4 and 6) and the Western Sydney Parkland beyond the Great Western Highway.
	<i>South</i>	M4 Motorway, beyond which is the Eastern Creek Raceway.
	<i>East</i>	Huntingwood Industrial Estate (including Arnott's factory/warehouse).
	<i>West</i>	Vacant land in the Bungarribee Industrial Estate (being the remainder of Lot 2 and Lot 1), beyond which is the Western Sydney Parklands.

**Figures 4 and 5** show photographs of the site.



**Figure 4** – Photograph of the site



**Figure 5** - Photograph of the site (showing Arnott's warehouse building in the background)

## 4.0 STRATEGIC PLANNING CONTEXT

### 4.1 *NSW State Plan*

The project is consistent with the following relevant chapters, priorities and targets in the *NSW State Plan*.

#### ***Better transport and liveable cities, in particular***

- *Improve the road network*
- *Increase walking and cycling*
- *Increase the number of jobs closer to home*

**Comment:** As detailed in the Traffic Impact Assessment and Addendum, by Halcrow (**Appendix B**) and summarised at Section 7.6, the use of non car based modes of transport will be encouraged.

#### ***Supporting business and jobs***

- *Increase business investment and support jobs*
- *Speed up planning decisions*
- *Drive innovation to grow productivity*

**Comment:** The project, with a CIV of \$65 million and 400 construction and 600 on-going jobs, will make a significant contribution to business investment and jobs growth in Western Sydney.

#### ***Green State***

- *Tackle climate change*
- *Secure sustainable supplies of water and use our water more wisely*
- *Reduce waste*

**Comment:** As detailed in the Sustainability Report by Cundall (**Appendix E**) and summarised at Section 7.7, the project will incorporate:

- Principles of sustainability in the design, construction and ongoing operation of the facility
- Measures that will be implemented to minimise the energy and water use
- Waste reduction strategies throughout construction and operation (see Section 6.8 and Waste Management papers by Metcash, **Appendix F**).

## 4.2 *Metropolitan Strategy*

*City of Cities - A Plan for Sydney's Future, 2005 (Metropolitan Strategy)* identifies the Western Sydney Employment Hub as an area of strategic industrial importance due to its location close to major transport infrastructure. The site forms part of the Huntingwood West precinct (Area 5 on **Figure 6** below). The employment hub is ideally located for the proposed Metcash distribution facility and the project, providing employment for 600 people, is an ideal use for the employment hub.

## 4.3 *Draft Subregional Strategy*

The *Northwest Subregion - Draft Subregional Strategy, 2007* (p.35) notes that:

*In 2006 the NSW Government announced the creation of a new major employment hub near the intersection of the M4 and M7 Motorways, where up to 36,000 jobs could be created.*

*This 2,450 hectare area is well positioned to become a major new job generating precinct, because of its strategic location near these two major roadways. Employers will have direct access to major facilities such as Sydney Airport and Port Botany, along with the national highway network.*

The Draft Subregional Strategy (Table 5) reinforces the strategic importance of the Western Sydney Employment Hub and the forecast employment growth (the Hub is expected to generate up to 36,000 jobs, making a very significant contribution to meeting the Metropolitan Strategy employment targets of providing 2.5 million jobs by 2031). The Draft Subregional Strategy identifies *Freight and Logistics, local industry* as the key functions for Huntingwood.

As a distribution centre., providing 400 construction and 600 operational jobs, the project is consistent with the Draft subregional strategy.

*Metropolitan Strategy Review, Sydney Towards 2036 – 2036 Discussion Paper* (p. 17) also recognises the Western Sydney Employment Area.

## 4.4 *Promoting economic growth and competition through the planning system*

In May 2009, the DoP and the Better Regulation Office released a discussion paper to facilitate discussion on what elements of the NSW planning system promote or detract from opportunities for competition and economic growth.

This review is one of a number of NSW Government's initiatives aimed at ensuring that the planning system remains responsive to changing demands and facilitates sustainable investment in the State. The final report was released in April 2010 and a draft SEPP has been exhibited.

Metcash’s customers are independent retailers and the company's objective is to champion and support them. Metcash provides services to these retailers in buying, merchandising, marketing, brand building, distribution logistics and warehousing and provides small retailers with the scale necessary to create competitive buying power.

With the support of its independent retailer customer base, Metcash is the "third force" in the Australian grocery retailing market.

The project, which will improve the efficiency of Metcash’s distribution operations, is therefore consistent with the planning policy of promoting economic growth and competition.

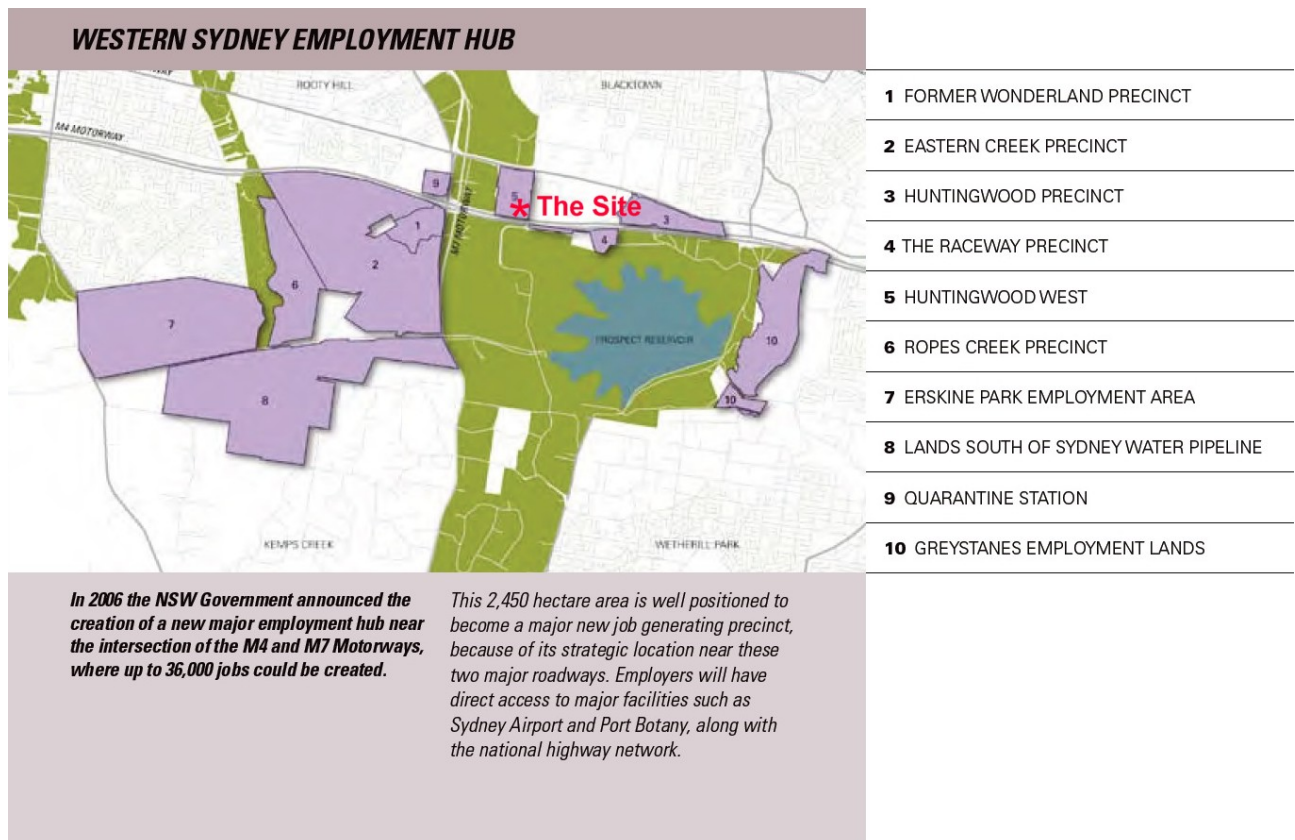


Figure 6 - Metropolitan Strategy, Western Employment Hub

## 5.0 CONSULTATION

In preparing this EAR, and as required by the DGRs (**Appendix A**), the proponent has consulted a number of agencies, as summarised in **Table 2**.

In preparing the DGRs, the DoP consulted Blacktown City Council and the RTA. The written advice of these agencies is included in **Appendix A**.

*Table 2 – Consultation*

Agency	Consultation Date	Consultation and advice
RTA	3 September 2010	The RTA has prepared a detailed submission in response to the preliminary EAR ( <b>Appendix A</b> ). The Traffic Impact Assessment and Addendum ( <b>Appendix B</b> ) address the pre-lodgement advice of the RTA.
Sydney Water	n/a	The proponent has consulted Sydney Water.
Integral energy	n/a	The proponent has consulted Integral Energy.
Blacktown City Council	To be advised	Council has prepared a detailed submission in response to the preliminary EAR ( <b>Appendix A</b> and <b>Table 7</b> ). The proponent has requested a meeting with Council and awaits confirmation of a suitable time.
Design Review Panel (Land & Property Management Authority, Office of Strategic Lands)	20 August 2010	<p>The Panel resolved to support the project provided that the proponent consider and address the following matters:</p> <ul style="list-style-type: none"> <li>– Water management and bioretention and wetland</li> <li>– Car parking and pedestrian access</li> <li>– Office component and design</li> <li>– Workshop pump room/water tank component and design</li> <li>– Landscape design and species selection</li> <li>– Wider estate road pattern and timing</li> </ul> <p>(the Design Review Panel letter (1 September 2010) and a response table are provided at <b>Appendix G</b>).</p>

## 6.0 PROJECT APPLICATION

### 6.1 *Project need and consideration of alternatives*

Metcash is a leading marketing and distribution company operating in the food, liquor and other fast moving consumer goods categories. It has three Business Pillars - IGA Distribution, Campbells Cash & Carry and Australian Liquor Marketers.

The project consolidates Metcash's supply chain operations into a single distribution centre. Metcash currently occupies four facilities spread across Sydney and the new facility will centralise and expand upon these existing operations.

Metcash will use the new purpose-built facility for storage, handling and distribution of the food, liquor and other fast moving consumer goods. The facility will be the primary distribution centre servicing NSW stores and will also contain support office and amenity functions. The proposed Metcash Distribution Centre will service a network of retail stores located around New South Wales.

The site was chosen due to its proximity to the M4 and M7 motorways and store locations. The site area, advanced state of preparation of the estate and the availability of a local employment base were also important considerations.

The alternative to the project not proceeding would be continued operation of four existing Metcash facilities with associated business, transport and energy inefficiencies.

### 6.2 *Project overview*

**Table 3** summarises the major components of the project. It should be read in conjunction with the separate volume of plans and detailed schedule of areas at **Appendix H**.

A more detailed description of the project follows. The Environmental Assessment at Section 7.0 provides further details on energy efficiency, stormwater, traffic and transport, contamination, waste and construction management etc.

Table 3 - Major components of the project

Component	Description												
Project overview	<ol style="list-style-type: none"> <li>1. Staged construction of               <ol style="list-style-type: none"> <li>(i) Three warehouse buildings with an ancillary office building and staff amenities having a total GFA of 103,087m<sup>2</sup> which represents a FSR 0.55:1</li> <li>(ii) A two level car parking structure for 797 cars (including bicycle parking)</li> <li>(iii) Associated hardstand, loading and servicing areas</li> </ol> </li> <li>2. Landscaping of the site</li> <li>3. Fit-out and use of the completed building by the Metcash</li> </ol>												
Staging	<table border="1"> <tbody> <tr> <td>Stage 1</td> <td>Warehouse 1 – Large Ambient Warehouse (102,559m<sup>2</sup>) and Regional Office (5,030m<sup>2</sup>)</td> </tr> <tr> <td>Stage 2</td> <td>Warehouse 2 - Fresh Produce Warehouse and Warehouse 3 - Perishables Warehouse (19,395m<sup>2</sup>) and Office (1,060m<sup>2</sup>)</td> </tr> <tr> <td>Stage 3</td> <td>Warehouse 1 expansion (14,110m<sup>2</sup>) and Office (390m<sup>2</sup>)</td> </tr> <tr> <td>Stage 4A</td> <td>Office (1,090m<sup>2</sup>)</td> </tr> <tr> <td>Stage 4B</td> <td>Office (4,450m<sup>2</sup>)</td> </tr> <tr> <td>Stage 5</td> <td>Warehouse 1 expansion (15,532m<sup>2</sup>)</td> </tr> </tbody> </table>	Stage 1	Warehouse 1 – Large Ambient Warehouse (102,559m <sup>2</sup> ) and Regional Office (5,030m <sup>2</sup> )	Stage 2	Warehouse 2 - Fresh Produce Warehouse and Warehouse 3 - Perishables Warehouse (19,395m <sup>2</sup> ) and Office (1,060m <sup>2</sup> )	Stage 3	Warehouse 1 expansion (14,110m <sup>2</sup> ) and Office (390m <sup>2</sup> )	Stage 4A	Office (1,090m <sup>2</sup> )	Stage 4B	Office (4,450m <sup>2</sup> )	Stage 5	Warehouse 1 expansion (15,532m <sup>2</sup> )
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Stage 4A	Office (1,090m <sup>2</sup> )												
Stage 4B	Office (4,450m <sup>2</sup> )												
Stage 5	Warehouse 1 expansion (15,532m <sup>2</sup> )												
Height	20m to the office, 13.7m to the warehouse												
Setbacks and site cover	<p>62% site coverage (office, warehouse and awnings)</p> <p>10m landscaped setback to Brabham Drive.</p> <p>10m landscaped setback to extension of Huntingwood Drive</p> <p>20m landscaped setback to M4 Motorway</p>												
Associated works	Infrastructure works for the Bungarribee Industrial Estate (including construction of new roads) are the subject of a separate PA yet to be determined (MP 08_0225)												
Capacity	Service all IGA Distribution, Campbells Cash & Carry and Australian Liquor Marketers stores throughout NSW												
CIV	\$65 million												
Jobs	400 during construction and 600 during operation												
Length of construction	18 months												
Hours of operation	24 hours a day, 7 days a week, 365 days a year												

### 6.3 Design

Architectural Plans (**Volume 2**) have been prepared by Graypuksand and Arc Architecture. The Design Statement by Graypuksand (**Appendix I**) states:

*The Goodman/Metcash State Distribution Centre will create a kinetic and aesthetic benchmark for the future proposed developments surrounding the Bungarribee Industrial Estate, Huntingwood, Sydney.*

*The main commercial office building is of contemporary form that will be visible and strikingly apparent from Huntingwood Drive and any intersection roads. The small office buildings location around the site are of a similar form to the main office building to create an architectural rhythm and attract public eye through the proposed native vegetation. The warehouse will form a subtle silhouette behind the strong office forms, the metal cladding finishes palette has been designed to reflect the strong natural landscape and a subtle colour change has been introduced, forming a chevron pattern to create a sense of movement, activity and unity to the entire site.*

Photomontages of the project are provided at **Figures 7** and **8**.

Design issues raised by Blacktown City Council and the Design Review Panel have been addressed including:

- The visual impact of the proposed rainwater tank, located in the north-eastern corner of the site, will be minimised by a proposed screen with horizontal z-purlins on a steel support frame (as illustrated on the Water Tank – Detailed Sketch Design prepared by Graypuksand, Volume 2). This concept ties in with the louvered form of the proposed main office building. Site lines will be further reduced by the excavated position of the tank relative to Brabham Drive and Huntingwood Drive and the proposed landscaped setbacks.
- Dense planting and excavation will screen the large warehouse forms, decked car parking area and loading areas to Huntingwood Drive, Brabham Drive and the M4 Motorway.
- The proposed office building will provide a dynamic and pedestrian friendly architectural form on Huntingwood Drive, providing a benchmark for future development in the estate.



**Figure 7** – Photomontage of the project, as viewed from the future extension of Huntingwood Drive (looking east)



**Figure 8** – Aerial photomontage of the project

## 6.4 Landscaping

A Landscape Plan (**Volume 2**) and a Landscape Design Report (**Appendix J**) have been prepared by Site Image. The Design Report notes that the landscape design aims to:

- Provide visual amenity generally against the built form
- Provide screen amenity for the proposed industrial development
- Provide shade amenity
- Create/ maintain passive surveillance of the site; avoiding anti social behaviour
- Soften the ground plane
- Provide species of mainly low water demands
- Observe and maintain necessary safety and aesthetic sightlines

### **Huntingwood Drive – Entry Landscape**

This is the primary frontage for the development so the landscape statement aims to provide a strong identity and branding through the planting design. In this area lower planting has been used to soften the ground plane whilst ensuring the building internal space is visible. The planting palette consists of structured plantings of low shrubs, native grasses and groundcovers which are completed by larger tree plantings

Species in this zone have been selected for their attractive foliage and flowers as well as their hardiness. The low hedge plantings of *Rhaphiolepis indica* (Indian Hawthorn) and Pittosporum 'Miss Muffet' (Dwarf Pittosporum) creates a defined edge to the showrooms whilst also retaining views in. Bands of *Lomandra 'Tanika'* (Dwarf Mat Rush) and *Trachelospermum jasminoides* (Star Jasmine). Whilst some species are exotic, most are native, and are of lower water requirement qualities.

### **Internal Landscaping:**

The landscaping within the site (excluding boundary planting – see below)

This landscaping will consist of similar plant species to that of the entry statement. A majority of neat, well maintained species will help soften building forms and the ground plane.

The proposed landscape will be particularly efficient in screening and visually softening the proposed water tanks and multi deck carpark. A mixture of varying height canopies will ensure an effective visual buffer.

### **Boundary Treatments:**

The surrounding boundaries to the development will consist of all native plantings.

A mixture of native shrubs (*Acacia sp*, *Dodonaea sp*, *Kunzea sp* etc.) and groundcovers (*Poa labillardieri*, *Themeda australis*) will complement the tree plantings (*Eucalyptus sp*). Much of this 'buffer' area will be battered; appropriate erosion controls, particularly during plant establishment shall ensure effective growth of planted species.

This vegetative batter will help ameliorate views into the site from the Great Western Highway, Brabham Drive and part of Huntingwood Drive. This boundary treatment aims to be of low maintenance requirements, particularly after establishment.

Much of the boundary shall be retained by an interlocking wall system (similar to 'Keystone') and not exceeding 5m in height.

### *6.5 Access, parking and loading*

A total of 797 spaces will be provided at completion of the project. This will be configured over two parking levels, with 398 spaces on grade and 399 spaces on a deck above. The decked car park will have a bridge linking it to the Main Office, separating pedestrians from trucks.

Vehicular access to the site will be via the future extension of Huntingwood Drive (constructed in accordance with pending MP 08\_0225), which will connect with Brabham Drive via an existing roundabout. The full length of the Huntingwood Drive extension (from Brabham Drive to the Western Sydney Parklands) would be completed prior to occupation of the project.

Internal circulation has been planned to separate light vehicles (including staff, visitors and taxis) and trucks.

Trucks would circulate clockwise around the site to access the loading areas (swept paths are shown in the Traffic Impact Assessment and Addendum, **Appendix B**).

### *6.6 Signage strategy*

Signage design and location for the project has yet to be finalised, however generally there is a desire for two x building mounted "Metcash" signs that would face the Huntingwood Drive extension and the M4 Motorway. There will also be a Goodman / Metcash co-branded monolith sign located at the entrance to the site on the Huntingwood Drive extension. It is proposed that prior to the fabrication and installation of these signs, detailed design drawings would be prepared in consultation with Blacktown Council and submitted to the Director General for review and approval (Statement of Commitment 13, **Table 10**)).

### *6.7 Employment and hours of operation*

At completion, a total of approximately 600 people will be employed at the site. Approval is sought for 24 hour operation with the following approximate number of staff in each shift:

- Shift 1 (5am to 2.00pm) – approximately 160 staff
- Shift 2 (8.30am to 6.00pm) - approximately 170 staff
- Shift 3 (from 2.00pm to 11.00pm) – approximately 70 staff

## 6.8 Waste and recycling

### **Operational waste**

Metcash has prepared a Material & Equipment Disposal paper to accompany this EAR (**Appendix F**). **Appendix F** also includes a report on Metcash's involvement in the National Packaging Covenant Mark II. This report explains Metcash's efforts to reduce waste sent to landfill and increase recycling. It also documents several recent initiatives including formation of the Metcash Environmental Sustainability Committee.

### **Construction waste**

Construction waste will be sorted into separate refuse bins on site in accordance with recycling agreement requirements. A waste removal, sorting, recycling/disposal contract will be entered into by the Principal Contractor to ensure that construction waste is appropriately managed. The Principal Contractor will also prepare an Environmental Management Plan to detail the Waste Management Procedures during the construction phase. The Principal Contractor will use best endeavours to minimise the waste generated from the site management process which includes recycling of paper, plastic and glass waste (Statement of Commitment 8, **Table 10**).

## 6.9 Soil and water management

A Stormwater Management Strategy has been prepared by GHD (**Appendix K**). It concludes that:

*The proposed stormwater strategy for the Metcash facility is in accordance with the overall WSUD strategy developed by EDAW for the Bungarribee Industrial Estate. The proposed stormwater management strategy is summarised as follows:*

- *Internal site pit and network designed to cater for the 1 in 20 year ARI will direct stormwater to discharge points at the south and north west corners of the site;*
- *Provision of GPT's at each discharge point; and*
- *Runoff from the site will drain to precinct level stormwater infrastructure (constructed wetlands that incorporate stormwater detention) before runoff discharges to Eastern Creek.*

GHD has also prepared a Soil and Water Management Plan (**SWMP**) including a Concept Erosion and Sediment Control Plan (**Appendix L**). The SWMP addresses erosion, sedimentation, water pollution, fuel and chemical storage management during the construction stage and outlines measure to minimize adverse impacts on the riparian environment of Eastern Creek.

### *6.10 Lighting strategy*

Truck parking and manoeuvring areas and the outdoor carpark deck will be illuminated using pole or building mounted flood lighting connected to photo-electric cells, the lighting levels will be maintained at a minimum of 10 lux. The undercover carpark will be illuminated using energy efficient lamps (most likely fluorescent) to a minimum of 20 lux and may vary slightly for parking lanes, bays and disabled parking spaces as necessary. The receipt and dispatch awnings will be illuminated using energy efficient lamps to a minimum of 50 lux and will be controlled by photo-electric cells.

In all cases of external lighting, the requirements of the BCA and AS1158 will be strictly adhered to. In addition, lighting the design will consider minimising light spill to off-site receivers where possible (to ensure that it complies with Australian Standard AS4282 on *The Control of the Obtrusive Effects of Outdoor Lighting* (Statement of Commitment 11, **Table 10**)).

### *6.11 Staging of construction works*

**Table 2** shows the proposed GFA by stage. The staging proposal is explained in more detail on the Area Summary (**Appendix H**) and Staging Plans (Drawing No. BIE 3A-A04, BIE 3A-A05, BIE 3A-A06, BIE 3A-A07, BIE 3A-A07a, **Volume 2**).

## 7.0 ENVIRONMENTAL ASSESSMENT

This section of the EAR considers the environmental effects of the project. Issues such as design, landscaping, soil and water and lighting have already been addressed above in Section 6.0.

### *7.1 Director General's Requirements*

A copy of the DGRs and accompanying advice from relevant agencies are included in **Appendix A**. **Table 6** provides a summary of the matters listed in the DGRs and identifies the section of this EAR or technical studies that address the requirements.

Written submissions from the RTA and Blacktown City Council were attached to the DGRs. The issues raised these agencies and the relevant section/appendix of this EAR are summarised in **Table 7**.

### *7.2 Compliance with Concept Plan Approval and other approvals*

**Table 4** assesses the compliance of the project with the Minister's Concept Plan Approval (MP 06\_0203). **Table 5** considers the consistency of the project with the approved Concept Plan statement of commitments.

**Appendix M** considers the consistency of the project with the DDC approved as part of the Concept Plan (as proposed to be modified by pending MP 08\_0225).

These assessments show that the project is generally consistent with the Concept Plan approval (as proposed to be modified).

The project necessitates a modification to the subdivision layout approved by MP 08\_0055. This boundary adjustment will be finalised prior to the issue of an Occupation Certificate (**OC**) for the project (as set out in Statement of Commitment 12, **Table 10**).

Table 4 - Consistency of the Project with Concept Plan Instrument of Approval

Condition	Concept Plan Requirement	PA Consistency
A1. Development Description	<ul style="list-style-type: none"> <li>47 lot subdivision for employment generating uses</li> <li>Associated roads, services and infrastructure</li> <li>Public open space.</li> </ul>	<b>Consistent</b> , MP 08_0055 modified the subdivision plan. A further modification will occur prior to OC.
A2. Development in Accordance with Plans and Documentation	<p>a) <i>Employment Lands (Huntingwood West) – Executive Summary, Concept Plan (Volume One), Environmental Assessment (Volume Two) &amp; Supporting Documents (Volume Three)</i> – dated 18 September 2006; except as amended by the PPR titled <i>Concept Plan (Volume 1) Employment Lands (Huntingwood West)</i> dated 28 November 2006, incorporating revised <i>Statement of Commitments</i> prepared by Landcom.</p> <p>b) <i>Huntingwood West Proposed Subdivision Plan, Option 3 – Small Lots</i>, Drawing No. 2203 (Rev I), dated 21 November 2006 and prepared by Architectus.</p> <p>c) <i>Masterplan – small lot subdivision Option Three, Huntingwood West</i>, Drawing No. SK11D (Project No. 06047), dated 29 November 2006 and prepared by EDAW/AECOM.</p> <p>d) <i>Employment Lands (Huntingwood West) – Volume 1 Appendix C – Development Design Controls</i>, dated November 2006 and prepared by Architectus Sydney Pty Ltd.</p>	<b>Generally consistent</b> (see also <b>Table 5</b> ), MP 08_0055 modified the subdivision layout and pending MP 08_0225 proposes to modify the DDC (see <b>Appendix M</b> ).
A3. Inconsistency Between Documentation	In the event of any inconsistency between the modifications of this concept approval and the plans and documentation described in Modification A2, Part A, Schedule 2 referred to above, the modifications of this concept approval prevail.	Noted
A4. Lapsing of Approval	5 Years	Noted
A5. Determination of Future Applications	The determination of future applications for development is to be generally consistent with the terms of approval of Concept Plan No. 06_0203 as described in Part A of Schedule 1 and subject to the modifications of approval set out in Parts A & B of Schedule 2.	Noted
B1. Intersection with Great Western Highway	RTA has no objection to a vehicular connection to the Highway in the location proposed on the submitted concept plan. However, the type of intersection treatment and configuration has not been agreed to at this stage and the RTA will confirm its preferred intersection treatment as part of its involvement in the determination of PA/DA for development of the site, unless the RTA and the proponent reach an agreement in the meantime. The RTA's concurrence under Section 138 will be granted following its adoption of a preferred intersection treatment.	Noted. Addressed in pending MP 08_0225 (Statement of Commitment L). A consolidated VPA will be prepared prior to construction certificate ( <b>CC</b> ).

Condition	Concept Plan Requirement	PA Consistency
B2. Planning Agreement	... the proponent(s) acting on the concept plan are to enter in to a future planning agreement (or other suitable mechanism) with the RTA and/or the DoP for appropriate contribution towards regional road improvements (in addition to any proposed access arrangement off the Highway and Brabham Dr). ....	See above
B3. Road Design and Construction	a) The internal road network, including the connection to Brabham Dr and associated upgrading of the roundabout are to be designed and constructed to the satisfaction of Blacktown City Council.	Noted. Addressed in pending MP 08_0225 (Statement of Commitment M).
	b) A 'Works Authorisation Deed' will be required for any proposed roadworks and connection to the Great Western Highway.	See Condition B1 above.
	c) The design requirements of any roadworks on the Highway shall be in accordance with the RTA Road Design Guide and other Australian Codes of Practice. Certified copies of the design plans shall be submitted to the RTA for consideration and approval prior to the commencement of road works.	See Condition B1 above (Statement of Commitment L).
	d) The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.	Noted. Addressed in pending MP 08_0225.
	e) The RTA's fees for administration, plan checking, civil and signal works inspections and project management shall be paid by the developer prior to the release of the approved road design plans.	Noted. Addressed in pending MP 08_0225.
	f) A 'Construction Management Plan' is to be undertaken and approved as part of a PA/DA of any development on the site.	Noted. Addressed in pending MP 08_0225 (Statement of Commitment P).
	g) The existing (redundant) driveway off the Great Western Highway shall be removed as part of the proposed development. The road works associated with the closure of this driveway shall be determined when a DA is lodged for the proposed industrial development.	Noted. Addressed in pending MP 08_0225 (Statement of Commitment L).
	h) Any PA/DA lodged for the proposed future development of the site shall illustrate that the internal road network has been designed to permit vehicular access to the neighbouring lots to the east of the subject site (adjacent the signalised intersection of the Great Western Highway/Brabham Drive/Doonside Road).	Noted. Addressed in pending MP 08_0225 (Statement of Commitment M).

Table 5 - Consistency with Concept Plan Statement of Commitments

Commitment	PA Consistency
<b>A DEVELOPMENT DESIGN CONTROL (DDC) DOCUMENT</b>	<b>Consistent.</b> The consistency of the PA with the DDC (as modified by pending MP 08_0225) is set out in <b>Appendix M</b> .
<b>A PUBLIC CONSULTATION PROCESS</b> <ul style="list-style-type: none"> <li>Provides a Concept Plan built upon the results of the Western Sydney Parklands Ideas Competition to address interface design with the Parklands; and</li> <li>Provides information updates on a publicly accessible website (<a href="http://www.westernsydneyparklands.com.au">www.westernsydneyparklands.com.au</a>) to keep the community informed of progress.</li> </ul>	<b>Noted</b>
<b>WETLAND</b> <ul style="list-style-type: none"> <li>Provision of a wetland landscape feature for the Parklands that incorporates a pedestrian access link between the Parklands and Huntingwood West.</li> </ul>	<b>Noted.</b> The Wetland has been addressed in pending MP 08_0225.
<b>DESIGN REVIEW PANEL</b> <ul style="list-style-type: none"> <li>The establishment of a Design Review Panel including representatives from DoP, Blacktown City Council and Landcom. The panel will assess future development proposal to ensure consistency with the proposed Development Design Controls.</li> </ul>	<b>Noted.</b> The Design Review Panel has been consulted in the preparation of this PA ( <b>Appendix G</b> ).
<b>WATER SENSITIVE URBAN DESIGN</b> <ul style="list-style-type: none"> <li>The implementation of best practice Water Sensitive Urban Design measures; and</li> <li>Design of WSUD elements (i.e eco-medians) to comply with Council's requirements.</li> </ul>	<b>Noted.</b> WSUD has been addressed in pending MP 08_0225 (Statement of Commitment I).
<b>ENVIRONMENTAL MANAGEMENT PLAN</b> <ul style="list-style-type: none"> <li>The preparation of an Environmental Management Plan to address environmental mitigation measures including: salinity, soil erosion and sediment control, archaeological investigation, land filling protocols, air and water quality, noise attenuation and safety.</li> </ul>	<b>Noted.</b> Preparation of an EMP has been addressed in pending MP 08_0225 (Statement of Commitment P).
<b>VEGETATION OFFSET STRATEGY</b> <ul style="list-style-type: none"> <li>A monetary contribution to the Parklands Trust that offsets the removal of 5.6 hectares of Cumberland Plain Woodland within Huntingwood West.</li> </ul>	<b>Completed</b> by Landcom.
<b>MEETING BLACKTOWN COUNCIL SPECIFICATIONS</b> <ul style="list-style-type: none"> <li>The design of roads and WSUD features to meet Blacktown Council's current specifications.</li> </ul>	<b>Noted.</b> Council's specifications have been considered in pending MP 08_0225 (Statement of Commitment I and P).
<b>RUDDERS LANE</b> <ul style="list-style-type: none"> <li>Provide interpretative features to reinforce the original scenic qualities of the former Rudders Lane.</li> </ul>	<b>Noted.</b> An interpretative strategy for Rudders Lane has been addressed in pending MP 08_0225 (Statement of Commitment J).

Table 6 - Summary of DGRs

DGR	Addressed in
<b>General Requirements</b>	
<ul style="list-style-type: none"> <li>• An executive summary</li> </ul>	EAR, Page v
<ul style="list-style-type: none"> <li>• A detailed description of the project, including:                             <ul style="list-style-type: none"> <li>– Existing and approved operations/facilities including any statutory approvals that apply to these operations/facilities</li> <li>– The development to be carried out onsite, including plans of all proposed building works; and</li> <li>– The likely staging of the project</li> </ul> </li> </ul>	EAR, Section 6.0
<ul style="list-style-type: none"> <li>• A risk assessment of the potential environmental impacts of the project, identifying key issues for further assessment:</li> </ul>	EAR Section 7.0 and Statement of Commitments ( <b>Table 10</b> )
<ul style="list-style-type: none"> <li>• A detailed assessment of the key issues specified below, any other baseline data;                             <ul style="list-style-type: none"> <li>– A description of the existing environment using baseline data;</li> <li>– An assessment of the potential impacts of the project, including any cumulative impacts, taking into consideration any relevant guidelines, policies, plans and statutory provisions (see below); and</li> <li>– A description of the measures that would be implemented to avoid, minimise and if necessary, offset the potential impacts of the project, including detailed contingency plans for managing any significant risks to the environment</li> </ul> </li> </ul>	EAR Section 7.0 and Statement of Commitments ( <b>Table 10</b> )
<ul style="list-style-type: none"> <li>• A suitable assessment of the other issues specified below, outlining the measures that would be implemented to minimise the potential impacts of the project;</li> </ul>	EAR Section 7.0 and Statement of Commitments ( <b>Table 10</b> )
<ul style="list-style-type: none"> <li>• A statement of commitments, outlining all the proposed environmental management and monitoring measures for the project;</li> </ul>	EAR, <b>Table 10</b>
<ul style="list-style-type: none"> <li>• A conclusion justifying the project on economic, social and environmental grounds, taking into consideration consistency with the objectives of EP&amp;A Act.</li> </ul>	EAR, Section 9.0
<ul style="list-style-type: none"> <li>• A signed statement from the author of the EA certifying that the information contained in the report is neither false nor misleading.</li> </ul>	EAR, Page iv
<b>Key Issues</b>	
<ul style="list-style-type: none"> <li>• <b>Strategic and Statutory Context</b> - including:                             <ul style="list-style-type: none"> <li>– Detailed justification for the proposal and suitability of the site to be developed;</li> <li>– Demonstration that the proposal is generally consistent with:                                     <ul style="list-style-type: none"> <li>○ The <i>SEPP (Western Sydney Employment Area) 2009</i></li> <li>○ Any relevant development control plan (<b>DCP</b>)</li> <li>○ The NSW State Plan, Metro Strategy and draft subregional strategy</li> <li>○ Justification for any inconsistencies</li> </ul> </li> </ul> </li> </ul>	EAR, Section 4.0 and 7.0
<ul style="list-style-type: none"> <li>• <b>Infrastructure</b> – demonstrating that suitable arrangements are in place to provide the necessary local and regional infrastructure for the project;</li> </ul>	Infrastructure is addressed by pending MP 08_0225

DGR	Addressed in
<ul style="list-style-type: none"> <li>• <b>Transport, Access and parking</b> – including: <ul style="list-style-type: none"> <li>– Demonstration that the internal road layout is consistent with the internal road hierarchy proposed in the application for the Bungaribee Industrial Estate Stage 1 : Infrastructure Project (08_0225)</li> <li>– Predictions of the traffic volumes likely to be generated during construction and operation</li> <li>– An assessment of the impacts of this traffic on the safety, capacity and efficiency of the surrounding road network, including modelling of key intersections, which should include, but not be limited to: Brabham Drive/Great Western Highway, Huntingwood Drive/Great Western Highway and Huntingwood Drive/Brabham Drive;</li> <li>– Detailed plans of any proposed road upgrades;</li> <li>– Access, including detailed consideration of various access options and justification for the proposed location of the main access points;</li> <li>– Details of the availability of non-car travel modes and measures to encourage greater use of these travel modes; and</li> <li>– Parking</li> </ul> </li> </ul>	<p>Traffic Impact Assessment and Addendum, <b>Appendix B</b></p>
<ul style="list-style-type: none"> <li>• <b>Noise and vibration</b> – including construction, operation and traffic noise;</li> </ul>	<p>Statement of Commitment 5 (<b>Table 10</b>). Noise Impact Assessment, <b>Appendix N</b></p>
<ul style="list-style-type: none"> <li>• <b>Soil and water</b> – including: <ul style="list-style-type: none"> <li>– Sediment and erosion controls during construction;</li> <li>– Stormwater management during operations;</li> <li>– Assessment of soil contamination onsite and details of measures to remediate any contamination; and</li> <li>– Demonstration that flooding impacts can be managed on-site;</li> </ul> </li> </ul>	<p><b>Appendix L</b> <b>Appendix K</b> EAR Section 7.4.5 &amp; <b>Appendix D</b> EAR Section 7.11 &amp; <b>Appendices K &amp; R</b></p>
<ul style="list-style-type: none"> <li>• <b>Design and Visual</b> – including: <ul style="list-style-type: none"> <li>– A detailed description (including montages and building elevations) of the measures to be implemented to: <ul style="list-style-type: none"> <li>○ Demonstration consistency with any relevant DCPs for the area;</li> <li>○ Determine building design and proposed mechanisms to ensure design excellence, heights, setbacks, FSR;</li> <li>○ Manage the bulk and scale of buildings</li> <li>○ Minimise the visual impact of the project;</li> </ul> </li> <li>– A detailed landscape, lighting and signage strategy for the project;</li> </ul> </li> </ul>	<p>DDC compliance table, <b>Appendix M</b> EAR Section 6.0 EAR Section 6.0 EAR Section 6.0 EAR Section 6.0</p>
<ul style="list-style-type: none"> <li>• <b>Sustainable development</b> – including: <ul style="list-style-type: none"> <li>– A description of how the project will incorporate the principles of ESD in the design, construction and ongoing operation of the project; and</li> <li>– A description of the measures to be implemented to minimise the consumption of resources, especially energy and water.</li> </ul> </li> </ul>	<p>EAR Section 7.7 &amp; Sustainability Report <b>Appendix E</b></p>

DGR	Addressed in
<b>Other Issues</b>	
<ul style="list-style-type: none"> <li>• <b>Hazards</b> - including               <ul style="list-style-type: none"> <li>– From the storage and use of hazardous materials; and</li> <li>– Fire risk and management; and</li> </ul> </li> </ul>	Dangerous Goods Review, <b>Appendix O</b>  BCA & Fire Reports, <b>Appendix P &amp; Q</b>
<ul style="list-style-type: none"> <li>• <b>Waste</b> – during construction and operation</li> </ul>	EAR Section 6.8 & Waste Reports, <b>Appendix F</b>

**References** - attached list of relevant guidelines an, policies and plans

#### Consultation

Consult with relevant local, State and Commonwealth Government authorities, service providers, community groups and affected landowners. In particular:

- Roads and Traffic Authority
- Sydney Water
- Integral Energy
- Blacktown City Council

The consultation process and issues raised must be described in the EAR

Table 7 - Issues raised in written submissions from the Blacktown City Council and RTA

Issue raised	Addressed in
<b>Blacktown City Council</b>	
<b>1. Building design and landscaping</b>	
(i) Provide greater emphasis on the external appearance, scale, massing and treatment of all building and structures so that the development meets the design standards of the Precinct Plan and does not detract from the locality	EAR Section 6.3, <b>Figures 7 and 8</b>
(ii) Submit more detail on:	
<ul style="list-style-type: none"> <li>• Site analysis, identifying opportunities and constraints</li> </ul>	Volume 2
<ul style="list-style-type: none"> <li>• Strict adherences to setbacks and site coverage controls</li> </ul>	DDC compliance
<ul style="list-style-type: none"> <li>• Use of recycled materials/renewable building resources to address environmental management objectives</li> </ul>	Sustainability Report, <b>Appendix E</b>
<ul style="list-style-type: none"> <li>• Proposed advertising</li> </ul>	EAR Section 6.6
<ul style="list-style-type: none"> <li>• Retaining walls which are limited to a maximum height of 5m. If additional height is required, walls should be terraced with extensive, low maintenance landscaping at each level</li> </ul>	EAR Section 6.4 (<5m proposed)
<ul style="list-style-type: none"> <li>• If above ground water tanks are provided, they should be placed in a location not visible from the public road</li> </ul>	EAR Section 6.3
<b>3. Potentially hazardous storage</b>	
Concern is raised in respect to the storage of flammable liquids (alcohol). If a Preliminary Hazardous Assessment (PHA) is required it should be prepared by a suitably qualified environmental consultant. Any hazardous/dangerous goods would need to be stored in a DGS in accordance with the requirements of the PHA.	Dangerous Goods Assessment, <b>Appendix O</b>
<b>4. Traffic and parking</b>	
(i) A traffic impact report is required addressing traffic generation, traffic safety, traffic management, accessibility for both light and commercial vehicles, parking for both light and commercial vehicles, turning path, loading and unloading	EAR Section 7.6 & Traffic Impact Assessment
(ii) All access driveways and internal circulation roads to comply with relevant AS	/Addendum,
(iii) 591 car parking spaces appears adequate, however parking number should comply with the relevant precinct plan/DCP	<b>Appendix B</b>
(iv) Design of parking areas, aisle widths, driveway widths, manoeuvring areas, sight distances, ramp grades, loading areas, head room etc to conform with AS 2890.1-2004, AS 2890.2-2002 for commercial vehicles	
(v) All vehicles must enter and leave the site in a forward direction	
(vi) All car parking spaces are to be in accordance with the Precinct Plan and all parking areas, aisle widths, driveway widths, manoeuvring areas, sight distances, ramp grades, loading areas, head room to conform with AS 2890.	
(vii) Address transport initiatives in the Precinct Plan concerning Travel Demand Management Program	
<b>5. Site contamination and Salinity and Soil Management</b>	
(i) Submit a site remediation and validation report	EAR Section 7.4.5 Site Audit, <b>Appendix D</b>

Issue raised	Addressed in
(ii) Salinity Model for the site, describing the distribution and concentration of salinity within the soil and groundwater profile in order to identify any potential difference zones that may require different management strategies	Salinity Assessment and Management Plan,
(iii) Salinity Management Model outlining actions to be taken to minimise and manage the impacts of development on salinity and impacts of salinity on development	<b>Appendix C</b>
<b>6. Stormwater drainage</b>	
<ul style="list-style-type: none"> <li>• Onsite detention is required, ensuring that post development discharges from the 1.5 year to 1 in 100 year ARI storm are equal to or less than pre development flows for all storm durations and can safely contain the required storage. Details of calculations, sizes, outlets and location of the basin to be provided</li> <li>• Internal pipe work designed in accordance with Council's Engineering Guide for Development to carry the 20 year ARI storm flow without surcharge.</li> <li>• A drainage catchment plan required showing what areas are draining to specific pits</li> <li>• A DRAINS electronic model must be provided and approved.</li> <li>• Details to be provided on safe overland flows</li> <li>• Achieve objectives of Council's current Water Quality Policy for site's over 5ha</li> <li>• 40-80% of non-potable water use is to be met through rainwater. Details to be provided. Provide first flush system</li> <li>• Hydraulic engineer to prepare preliminary non-potable water supply, pipe and fixture plan</li> <li>• Undertake MUSIC modelling to confirm water quality and rainwater reuse provisions have been met. Also address hydrocarbons.</li> <li>• Any proposed bioretention swales to comply with information at <a href="http://www.monash.edu.au/fawb">www.monash.edu.au/fawb</a></li> <li>• Vegetation in the swales to be in accordance with Council's draft requirements</li> <li>• Undertake good general WSUD practices</li> </ul>	EAR Section 7.11 & Stormwater Management Strategy, <b>Appendix K</b>
<b>7. Local infrastructure</b>	
(i) Any road works need to be provided/upgraded due to additional traffic movements	Addressed in pending MP
(ii) Any local infrastructure should be conditioned (requires a Planning Agreement)	08_0225
<b>8. Building comments</b>	
(i) Comply with the BCA	BCA Report, <b>Appendix P</b>
(ii) Consolidate Lots 2 and 3 under one title prior to OC or equivalent	Statement of Com. 12 ( <b>Table 10</b> )
<b>9. Subdivision</b>	
The project covers all of Lot 3 and part of Lot 2. DP 1127100 will need to have its boundaries adjusted to reflect this. Note subdivision under MP 08_0055 and the site do not reflect the PA under MP 08-0225.	Pending MP 08_0225 will be modified to align with the project
<b>10. Planning agreement</b>	
Enter into a VPA with Council to ensure that any additional demand for local infrastructure and services generated by the project is provided by the proponent.	Addressed in pending MP 08_0225

Issue raised	Addressed in
<b>RTA</b>	
Inconsistency in the internal road layout shown in the preliminary EA and that shown on the PA for Stage 1 – Infrastructure Project (MP 08_0225)	Pending MP 08_0225 will be modified to align with the project
1. Achieve transport initiatives in NSW State Plan, draft subregional strategy (increase walking, cycling and public transport etc). Demonstrate how users of the warehouse and distribution centre can make travel choices that support the State Plan.	
2. Daily and peak traffic movements, examine and model the following intersections: Brabham Drive/Great Western Highway Huntingwood Drive/Great Western Highway Huntingwood Drive/Brabham Drive	EAR Section 7.6, Traffic Impact Assessment /Addendum,
3. Access and parking provisions and compliance with relevant AS	<b>Appendix B</b> and
4. Number of car parking spaces and compliance with relevant codes	Statement of
5. Service vehicle movements (type, arrival/departure times)	Commitment 2 <b>(Table 10)</b>
6. Assess implications for non-car modes (public transport, walking and cycling), the potential to implement a location specific sustainable travel plan, facilities to increase non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.	
7. Traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.	Statement of Commitment 7 <b>(Table 10)</b>

### *7.3 Relevant legislation*

#### ***Commonwealth Environmental Protection and Biodiversity Conservation Act, 1999 (EPBC Act)***

The EPBC Act is relevant where a development will result in a significant impact on a nationally threatened species or community. If a significant impact will occur, the development is identified as a controlled activity and the proposal must be referred to the Commonwealth Department of Environment, Water, Heritage and the Arts.

As there are no nationally threatened species or communities on or near the site, the project will not result in a significant impact.

#### ***NSW Threatened Species Conservation Act, 1995 (TSC Act)***

Compliance with the TSC Act was considered as part of the approved Concept Plan (MP 06\_0203) and the pending Infrastructure PA (MP 08\_0225).

#### ***Water Management Act, 2000 (WM Act)***

As the site is not located within 40m of a water body, the WM Act does not apply.

#### ***Environmental Planning and Assessment (EP&A) Act, 1979 and Regulation 2000***

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

Part 3A of the EP&A Act sets out the process for assessing and determining major development PAs.

## 7.4 *Environmental Planning Instruments*

Section 75I(2) of the EP&A Act requires that the Director-General's Assessment Report consider the provisions of State Environmental Planning Policies (**SEPPs**) and other environmental planning instruments (**EPIs**) that are relevant to the project.

The following EPIs are relevant to the site and project:

- SEPP (Major Development) 2005
- SEPP (Infrastructure) 2007
- SEPP (Western Sydney Employment Area) 2009
- SEPP 64 – Advertising and Signage
- SEPP 55 – Remediation of Land
- SEPP 33 – Hazardous and Offensive Development

An assessment of compliance with the relevant provisions of these EPIs follows.

### 7.4.1 *SEPP (Major Development) 2005*

The Major Development SEPP identifies development to which Part 3A of the EP&A Act applies for which the Minister is the consent authority. Clause 6 of the SEPP states that development referred to in Schedule 1 (Classes of Development), Schedule 2 (Specified Sites) or Schedule 3 (State Significant Sites) is a project to which Part 3A of the EP&A Act applies.

As detailed in the Record of Minister's Opinion for the purposes of Clause 6(1) of the Major Development SEPP (**Appendix A**), the development is a project of a kind described in the followings clauses of Schedule 1 of the Major Development SEPP:

- **Schedule 1 – Group 4 - Other manufacturing industries, distribution and storage facilities**
  - 12 Distribution and storage facilities
    - Development for the purpose of container storage facilities, or storage or distribution centres, with a capital investment value of more than \$30 million
- **Schedule 3 - State significant sites**
  - Part 9 Huntingwood West Precinct

**Table 8** details the relevant provisions for the Huntingwood West Precinct and demonstrates that the project complies.

Table 8 - Compliance with Major Development SEPP, Schedule 3, Part 9 – Huntingwood West

Clause	SEPP Requirement	Compliance	
<b>Division 3 Provisions relating to development within Huntingwood West Precinct</b>			
4	Application of Division	This Division applies with respect to development within the Huntingwood West Precinct and so applies whether or not the development is a project to which Part 3A of the Act applies	Noted
5	Land use zones	(1) Land within the Huntingwood West Precinct is within Zone IN1 General Industrial. (2) The consent authority must take into consideration each of the objectives for development in Zone IN1 when determining a development application in respect of land within that zone.	Noted See below
6	Zone IN1 General Industrial	(1) The objectives of Zone IN1 General Industrial 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; <b>warehouse or distribution centres</b> .  (4) Except as otherwise provided by this Policy, development is prohibited on land within Zone IN1 General Industrial unless it is permitted by subclause (2) or (3).	✓ The project is an employment generating use (distribution and office) ✓ It includes high quality landscape and building design ✓ 600 operational jobs ✓ The use is unlikely to affect the amenity of other uses given the significant distance separation  Noted  ✓ The Metcash facility, a warehouse/ distribution centre with ancillary office, is permitted with consent
10	Subdivision —consent requirements	(1) Land within the Huntingwood West Precinct may be subdivided, but only with development consent. (2) However, development consent is not required for a subdivision for the purpose only of any one or more of the following: ... (b) making an adjustment to a boundary between lots, being an adjustment that does not involve the creation of a greater number of lots....	Noted  The boundary between Lot 1 and Lot 2 is to be adjusted pursuant to clause 10 (Statement of Commitment 12, <b>Table 10</b> )

Clause	SEPP Requirement	Compliance
11 Design	The consent authority must not grant consent to development on land within the Huntingwood West Precinct unless it is satisfied that:	
	(a) the development is of a high quality design, and	✓ Section 6.3
	(b) a variety of materials and external finishes for the external facades are incorporated, and	✓ Section 6.3
	(c) high quality landscaping is provided, and	✓ Section 6.4
	(d) scale and character of development is compatible with other employment-generating development in Huntingwood West Precinct.	✓ Section 6.4
12 Height of buildings	The consent authority must not grant consent to development on land within the Huntingwood West Precinct unless it is satisfied that building heights will not adversely impact on the amenity of adjacent residential areas, taking site topography into consideration.	✓ The project, including the office component, will not be visible from any residential areas. With a height of 20m to the office and 13.7m to the warehouse, the project is lower than existing buildings in Huntingwood.
13 Public utility infrastructure	<p>(1) The consent authority must not grant consent to development on land within the Huntingwood West Precinct unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.</p> <p>(2) In this clause, public utility infrastructure includes infrastructure for any of the following:</p> <p>(a) the supply of water,</p> <p>(b) the supply of electricity,</p> <p>(c) the supply of natural gas,</p> <p>(d) the disposal and management of sewage.</p> <p>(3) This clause does not apply to development for the purpose of providing, extending, augmenting, maintaining or repairing any public utility infrastructure referred to in this clause.</p>	<p>✓</p> <p>Pending MP 08_0225 proposes adequate infrastructure for the project.</p>
14 Relationship with other EPIs	<p>(1) This Policy and all other State environmental planning policies apply, according to their terms, to land within the Huntingwood West Precinct.</p> <p>(2) Blacktown Local Environmental Plan 1988 does not apply to land within the Huntingwood West Precinct.</p>	Noted
15 Consent authority	The consent authority for development on land within the Huntingwood West Precinct, other than development that is a project to which Part 3A of the Act applies, is Blacktown City Council.	Part 3A applies to the project
13 Exempt & complying development	Development within the Precinct that satisfies the requirements for exempt development or complying development contained in BLEP is exempt development or complying development, as appropriate.	Noted

#### 7.4.2 SEPP (Infrastructure) 2007

The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State. Division 17 - Roads and Traffic is relevant to the project.

##### **Division 17 - Roads and traffic**

The Infrastructure SEPP, clause 104 (Traffic-generating development), sets out requirements for referral of traffic generating developments to the RTA. Schedule 3 lists traffic generating developments to be referred to the RTA and includes:

- Area used exclusively for parking or any other development having ancillary parking accommodation containing **200 or more motor vehicles** (Column 2 – with access to any road)
- Area used exclusively for parking or any other development having ancillary parking accommodation containing **50 or more motor vehicles** (Column 3 – with site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road))

As the proposed facility contains 797 car parking spaces, referral to the RTA is required (the RTA has been consulted in preparation of the EAR as detailed at Section 5.0).

#### 7.4.3 SEPP (Western Sydney Employment Area) 2009

Pursuant to clause 4 of SEPP (Western Sydney Employment Area), the site is in Precinct 3 (Huntingwood) and Zone IN1 General Industrial. Warehouses or distribution centres are permitted with consent. The Major Development SEPP supersedes other provisions of SEPP (Western Sydney Employment Area).

#### 7.4.4 SEPP 64 – Advertising and Signage

SEPP 64 applies to the State. The proposed signage location zones (which will face the M4 Motorway and extension of Huntingwood Drive), to be occupied by Building identification signs or Business identification signs, are consistent with the assessment criteria at Schedule 1 of SEPP 64 (clause 8(b)) as they:

- Are consistent with the future character of the area
- Do not detract from the visual quality of the adjoining land
- Are fixed to the building and will not obstruct any views or vistas
- Have an appropriate and modest scale that does not rise above the building, adding visual interest to the building when viewed from the M4 Motorway, Brabham Drive and future extension of Huntingwood Drive

- Illumination will be designed to prevent any unacceptable glare (and distance separation effectively precludes any potential glare risk) (Statement of Commitment 11, **Table 10**)
- Will not affect the safety of the adjoining roads

Further details on signage will be presented to Blacktown Council and the DoP (Statement of Commitment 13, **Table 10**).

#### *7.4.5 SEPP 55 – Remediation of Land*

SEPP 55 provides state-wide planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. Information on contamination/remediation (extracted from the EAR accompanying the pending Infrastructure PA (MP\_08225)) follows.

#### **Background**

A Phase I and II Environmental Site Assessment of the site was conducted by Douglas Partners. Based on the results of the Phase I assessment, the overall contamination risk at the site was deemed to be low, but the investigation identified several potential sources and forms of contamination.

The Phase II investigation undertook detailed assessment of the identified risk areas utilising intrusive testing. The results of the Phase II investigation showed that no Health Based Investigation Levels (HIL Column 4) guidelines were exceeded in the samples analysed for any of the contaminants of concern thus indicating that the site is suitable for the proposed land-use with respect to organic and inorganic contaminants.

However, localised asbestos contamination was identified during the assessment requiring the formulation of a Remediation Action Plan (**RAP**) addressing the remediation methodology and validation procedures as well as an Asbestos Management Plan to address the possibility of uncovering hidden or undetected asbestos during future site earthworks.

#### **Site Audit**

The remediation works were subsequently conducted and on 20 February 2008, a Site Audit Statement was issued by CM Jewell and Associates Pty Ltd (**Appendix D**) concluding the following:

*With regard to both asbestos and chemical contamination, on any site, absolute statements that contamination is not present cannot be supported by a rational interpretation of any sampling data, recognising the inherent limitations of all such data.*

*On this site in particular, given its very large size and the relatively low sampling density employed (and agreed to as appropriate by the auditor), no such definitive statement is possible. It is however, reasonable to conclude on the basis of the sampling program carried out, and professional judgement, that overall contamination risks are likely to be low in relation to the size and value of the site.*

*Thus, it is appropriate to state that following a careful review, the auditor is satisfied that the criteria he established for the site have been met, and contamination risks are acceptable.*

*The site is therefore considered suitable for the uses identified above subject to compliance with the management plan identified above. Any soil removed from the site should be appropriately classified in accordance with the Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-liquid wastes. Any soil imported to the site should be validated as being suitable for use on the site. Due to regional contamination and natural salinity issues and because groundwater quality may change with time, groundwater should not be extracted for any purpose without appropriate assessment.*

*Accordingly, the project is capable of being undertaken without any further assessment or remediation. In accordance with the recommendations in the Site Audit report, any soil which is removed from the site will be appropriately classified in accordance with the Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-liquid wastes. In addition, any soil imported to the site should be validated as being suitable for use on the site.*

#### *7.4.6 SEPP 33 – Hazardous and Offensive Development*

SEPP 33 provides definitions for hazardous and offensive industries.

SKM has completed a Dangerous Goods Review for the project based upon the requirements of SEPP 33, relevant Australian Standards and WorkCover legislation (OH&S Act 2000 and Dangerous Goods Regulations 2005) (**Appendix O**).

SKM's report provides the following recommended actions and conclusions:

- 1. DG licence required for site – An FDG01 form to be completed and submitted prior to occupation.*
- 2. Manifest Qty exceeded for Class 2.1 – An Emergency plan is to be prepared for the site and submitted to NSW FB for comment. See Section 7 for details.*
- 3. No PHA required to accompany Part 3A Project Application as the SEPP 33 Screening levels are not exceeded*
- 4. Bulk Storage quantities of LP Gas, Ammonia to be located in accordance with Australian Standards as provided in Section 6.*
- 5. ICADS stores racking layout yet to be finalised – use Table 3 for guidance on layout and separation of dangerous goods by class.*

All action items are intended to reduce the risks identified by the addition of appropriate controls as listed in the review report. All actions items are to be addressed by Goodman or occupier as part of the risk review and design process.

The operation of the proposal will include appropriate safety features, including all requirements of WorkCover and the relevant Australian Standard. These features should ensure minimum risk to adjacent landowners and the environment.

## 7.5 Development Control Plans

Blacktown Development Control Plan 2006 (**BDCP 2006**) sets out car parking controls that are relevant to the project (the same rates are also set out in the DDC). **Table 9** summarises the parking requirements in BDCP 2006 and the compliance of the project. It shows that the requirement under BDCP 2006 is 756 spaces, and that the project complies with 797 spaces at completion (constructed in three stages of 399 spaces at grade, 232 spaces in the deck and a further 167 spaces in the deck).

**Table 9 - Compliance with BDCP 200 car parking controls**

	Proposed GFA	BDCP 2006 Guidelines 1 per 40m <sup>2</sup> office 1 per 200m <sup>2</sup> warehouse
Office Area	12,020m <sup>2</sup>	301 spaces
Warehouse Area	91,067m <sup>2</sup>	455 spaces
<b>Total required</b>		756 spaces
<b>Total proposed</b>		797 spaces

## 7.6 Traffic, access, parking and transport

A Traffic Impact Assessment has been prepared by Halcrow (**Appendix B**). A summary of the key findings follows:

### **Existing Roads**

The M4 motorway is a major east west road between Strathfield and Penrith and forms the key link between Sydney CBD and the western suburbs.

The Great Western Highway is a state road that also acts as link between the Sydney CBD and the Western Suburbs. Along the site frontage the road is posted with an 80km/hr speed limit.

Brabham Drive joins the Great Western Highway and runs along the eastern boundary of the Huntingwood West Estate.

Brabham Drive joins Huntingwood Road at a three leg roundabout which has two lanes on each approach. The roundabout has been designed to allow construction of a fourth arm which will provide access to the Huntingwood West estate.

### ***Proposed Roads***

The GHD traffic report (accompanying the approved Concept Plan) stated that the Huntingwood West site would be primarily accessed by two intersections.

- A four-way signalised intersection at the proposed access point off the Great Western Highway. The intersection has been approved to provide vehicular access for both the Bungarribee Industrial Estate and the proposed Bungarribee Precinct Parklands development north of the Great Western Highway. The proposed signalised intersection will be designed to permit all turning movements at the intersection.
- A second new vehicular access via a fourth leg off the existing Brabham Drive/Huntingwood Drive roundabout.

The RTA has investigated options to improve the performance of the Great Western Highway/Doonside Road/Brabham Drive intersection. Local major developers have been and are being required to make a monetary contribution (i.e. \$75,500 per developable hectare) towards these required improvements or carry out part of the required improvements as works-in-kind, in-lieu of regional developer contributions.

The GHD report stated that following discussion with the RTA, the Authority has agreed in-principle that part of the regional contribution from the Bungarribee Industrial Estate could be used to carry out work-in-kind on the section of the Great Western Highway. The two potential works-in-kind projects identified are:

- A third eastbound lane along the Great Western Highway, as a continuation of the third lane at the Great Western Highway/Brabham Drive intersection, to 100 metres west of the new signalised intersection into the development site.
- Construction of a second right turn bay for right turn movements from the Great Western Highway into Doonside Road.

### ***Traffic Generation of Concept Plan***

Based upon earlier work completed by GHD, Halcrow estimates that the Concept Plan traffic generation will be 837 AM trips of which 314 will access the estate via Huntingwood Drive.

The current Metcash proposal (with a site area of 187,907m<sup>2</sup>) represents some 37.7% of the total Concept Plan site area (498,599m<sup>2</sup>). On a simple pro-rata basis, the Metcash site could be expected to generate around 315 of the 813 AM peak hour trips anticipated from the whole site (as detailed later, the project will generate less traffic than this pro-rata “allocation”).

### ***Traffic Generation of Subject Site***

To ensure an accurate representation of the likely traffic conditions of the project, a traffic count was organised at Metcash’s Crestmead site at Logan near Brisbane which has many similar characteristics to the Huntingwood site.

Halcrow's estimates of the project's traffic generation, based upon their Crestmead traffic counts, are set out in Table 4.2 of the Traffic Report, which is reproduced below:

**Table 4.2 - Estimated Traffic from Proposed Huntingwood West Estate**

	Trucks	Car Park	TOTAL
AM Peak	78	140	218
PM Peak	33	176	209

Based on these estimates, Halcrow conclude that:

- The volume of traffic generated by the project which will use the Huntingwood Drive roundabout is below the volume anticipated by the approved Concept Plan traffic impact assessment (the Concept Plan estimated 314 AM trips using this intersection, whereas the project will generate 218 AM trips)
- The Huntingwood Drive roundabout (modelled in the GHD report with the higher figures and operated with a Level of Service A) will have sufficient capacity.

### ***Car parking***

Compliance with BDCP 2006 is addressed above at Section 7.5.

### ***Access***

All vehicles will access the site via the planned extension of Huntingwood Drive, west of Brabham Drive. The proposed access arrangements differ from that approved in the subdivision PA (MP 08\_0055). As proposed by Statement of Commitment 12 in **Table 10**, the subdivision arrangement will be modified prior to the issue of an OC.

Light vehicles including staff, visitor and taxis would only use the car park access located just south of the Huntingwood Drive access and would not circulate around the site to avoid potential conflict with the truck manoeuvring. It is proposed to provide signposts to direct all visitors and taxis to the upper level of the car park which would allow them to cross the footbridge to enter the office building.

All trucks would circulate clockwise around the site to access the loading areas. The sizes of trucks likely to access the site are as follows:

- 19m semi-trailers
- 26m B-Double trucks
- 12.4m "aerial" NSW fire truck

Construction of the entire length of Huntingwood Drive (proposed by the pending Infrastructure PA (MP\_ 08\_0225) would be completed prior to occupation of the Metcash facility (Statement of Commitment 3 in **Table 10**).

### ***Internal circulation***

The Traffic Impact Assessment tests a number of swept paths manoeuvres to demonstrate that the proposed layout will suitably accommodate the type of vehicles likely to use the site.

### ***Non car based modes of transport***

The Traffic Impact Assessment (reinforced by Statement of Commitment 2, **Table 10**) notes that non-car modes of travel will be encouraged by the following measures:

- Cycling and walking facilities are to be provided within the estate (proposed as part of pending MP\_08\_0225).
- Bicycle parking is proposed as part of the project (18 spaces in the north-eastern corner of the lower parking deck). Facilities are also proposed to allow cyclists to change and shower.
- A new bus stop is proposed near the Brabham Drive/Huntingwood Drive roundabout for existing bus service 724 which operates with a 30 minute service frequency from Blacktown Rail station.
- Preparation of a Workplace Travel Plan involving:
  - Appointment of a travel plan co-ordinator – this will not be a full time position but will become a responsibility for a designated member of staff
  - Provision of secure cycle parking and shower facilities in the development layout so that cycle users have the benefit of facilities from day one.
  - Investigation into potential car pooling – this will not realistically be possible until the site is occupied and the whereabouts of staff and workers is fully understood.
  - Provision of a Transport access guide which shows all of the available means of transport which can be used to reach the site.
  - Investigation into discounts / interest free loans to cyclists to purchase cycle
  - Investigation into provision of discounted public transport tickets.
  - As not of all of the initiatives can be implemented prior to the occupation of the office, Halcrow also propose the completion of travel surveys followed by implementation of the Travel Plan.

### ***Summary and conclusions***

The summary and conclusions of the Traffic Impact Assessment state:

- *The traffic likely to be generated by the site in the AM and PM peak will be lower than that which was anticipated in the GHD Traffic Report or the Maunsell TMAP.*
- *All of the traffic from the site will join the road network at the Huntingwood Drive roundabout whether a fourth arm will be created to access the site*

- *This roundabout has sufficient capacity to accommodate the volume of peak hour traffic expected from the development.*
- *The development will pay its contribution towards the improvement works towards the Great Western Highway/Doonside Road/Brabham Drive intersection improvements*
- *The new access onto Great Western Highway will NOT be provided as part of this development*
- *A new bus stop will be provided to accommodate the existing 724 bus service. The exact location of the stop will be agreed with the bus company.*
- *Cycling will be encouraged by the provision of cycle parking [18 spaces]. Cyclists will also have access to changing and showering facilities that are provided at the site.*

*In summary, the proposed Metcash development will, in traffic terms, be acceptable.*

### **Addendum report**

Halcrow has also prepared an Addendum Traffic Report (**Appendix B**) that assesses the performance of the Huntingwood Drive/Great Western Highway intersection and the number of heavy vehicles likely to be generated by the project (in response to a request by the RTA). The Addendum Traffic Report concludes that:

*The RTA has requested that the performance of Huntingwood Drive-Great Western Highway intersection be examined.*

*Halcrow has undertaken traffic models of this intersection in the morning and afternoon peak hours and has shown that it operates well within its capacity.*

*RTA also had concerns over the number of heavy vehicles likely to be generated by the Metcash proposal when compared to the approved concept plan.*

*Halcrow has estimated the number of heavy vehicles likely to be generated in the peak hours and has shown that although there may be an increase in heavy vehicles at some intersections, when compared to the concept plan approval, they will not adversely affect the performance of these intersections.*

## **7.7 Energy efficiency**

Cundall has prepared a Sustainability Report for the project (**Appendix E**). The Report provides:

1. A description of how the project will incorporate the principles of sustainability in the design, construction and ongoing operation of the facility.
2. A description of the measures that will be implemented to minimise the energy and water use.
3. Waste reduction strategies throughout construction.

The Sustainability Report shows that the project will achieve a 4 Green Star rating by adopting the following key strategies:

- Improved daylight to warehouse with up to 12% of the roof area as a sky light.
- Daylight controlled fluorescent lighting for the warehouse instead of metal halide, resulting in a considerable energy reduction and reduced maintenance.
- Improved efficiency in the office energy and indoor environmental quality including:
  - High efficiency glazing and shading to optimise daylight and comfort.
  - Carbon dioxide monitoring of the air quality in the office spaces linked to increased fresh air rates through the ventilation system.
  - Manual over ride of natural ventilation in warehouse areas to improve air quality/ amenity.
  - Fresh air heat recovery system for air conditioning.
- Recycled water for all WC flushing, irrigation and truck wash.
- Provision of break out spaces for staff that have high levels of amenity shaded from summer sun and sheltered from prevailing winds.
- Provision of a high level of cycle facilities for staff including showers, changing rooms and a dedicated cycle way from the main entrance to the changing facilities.
- Waste recycling of 80% during construction.

The project also incorporates the following energy and water strategies:

- A carbon reduction strategy that reduces operational carbon by approximately 40% compared to a current BCA section J compliant development. The project also aims to achieve an 80% of the available water points in Green Star.
- The predicted energy consumption of the facility will be modeled in detail during the design phase of the project and these energy profiles established for each energy source such as lighting, power, air conditioning will be used as the reference base case.
- Energy meters for each major energy source will be specified.
- Energy bills will be reviewed on an annual basis to compare the predicted performance against the actual performance.

## 7.8 Noise

A Noise Impact Assessment has been completed by Heggies (**Appendix N**). It identifies the potential impacts of noise from the construction and operation of the proposed facility and provides advice in relation to effective mitigation strategies where necessary.

The Noise Assessment has been prepared with reference to Australian Standard AS 1055:1997 *Description and Measurement of Environmental Noise* Parts 1, 2 and 3 and in accordance with the Department of Environment, Climate Change and Water (DECCW) NSW Industrial Noise Policy (INP). Where issues relating to noise are not addressed in the INP, such as sleep disturbance, reference has been made to the NSW Environmental Noise Control Manual (ENCM), Interim Construction Noise Guideline and the Environmental Criteria for Road Traffic Noise (ECRTN).

The scope for the Assessment has also been designed to address the DGR's with regard to the assessment of noise emissions.

The Noise Impact Assessment concludes that:

*Heggies has undertaken a noise impact assessment for the construction and the operation of the proposed Metcash warehouse and distribution facility.*

*Computer noise modelling has been carried out to predict the noise level, from the Metcash facility, at the nearest residential receiver locations.*

#### **Operational Noise Assessment**

*The noise emissions from the proposed operation of Metcash facility have been assessed against noise criteria described with in INP noise criteria in Section 4.1.*

*The noise modelling has been carried out under two meteorological conditions (ie Scenario 1: Calm weather and Scenario 2: Prevailing weather including wind and temperature inversion). From the noise modelling results in Table 15 and Table 16, the LAeq(15minute) noise levels are predicted to be less than 30 dBA at all assessment residential locations for calm and prevailing weather conditions.*

*Therefore the noise emissions from the proposed operations of Metcash facility are predicted to comply with the INP noise criteria under both meteorological conditions.*

*Also, the cumulative noise impacts have been assessed and comply with the relevant project specific noise goal criteria outline in Section 4.1.*

#### **Sleep Disturbance Assessment**

*The potential for sleep disturbance at nearby residence locations due to the noise emissions from the night-time operations of the proposed Metcash facility has been assessed. From the noise modelling results in Table 18, the LA1(1minute) noise levels are predicted to be less than 30 dBA at all residential locations. These noise levels are below the sleep disturbance noise goals described in project specific noise goals presented in Section 4.2. Therefore it is unlikely that the noise emissions from the operations of Metcash facility at night-time will cause sleep disturbance at the residence locations.*

#### **Construction Noise Assessment**

*The potential noise emissions from the proposed construction of the Metcash facility have been assessed in accordance with the DECCW's Interim Construction Noise Guideline. From the noise modelling results in Table 20, the LAeq(15minute) noise*

*level at the nearest residences are predicted to be less than 30 dBA at all residence locations. These noise levels indicate compliance with noise goals in Section 4.3.*

*On the basis of above, the noise emissions from the proposed construction and operation of Metcash facility is predicted to comply with the relevant noise criteria and the potential noise impact is likely to be negligible.*

#### **Road Traffic Noise Assessment**

*The predicted road traffic noise levels increases presented in Table 21 shows that all roads surrounding the proposed development are likely to meet the project specific noise criteria presented in Section 4.4.*

## *7.9 Infrastructure*

The pending Infrastructure PA (MP 08\_0225) proposes the following services to meet the demand generated by the project:

#### **Potable Water**

The project is to be serviced via a mains extension to the existing infrastructure located in Huntingwood Drive. A Feasibility application has been made with Sydney Water.

#### **Sewer**

A new gravity fed system and new pump station would be provided as part of the project to connect to the Bungarribee Creek carrier. This would be designed and constructed in consultation with Sydney Water.

#### **Electrical**

Long term permanent power supply will be provided via a new zone substation located within the estate. Discussions are ongoing with Integral Energy regarding interim permanent power which will be supplied via new 11kV feeders from either the Eastern Creek zone substation, Arndell Park zone substation or Doonside Zone substation depending on timing and capacity.

#### **Gas**

Connection to existing gas mains would be provided on a lot by lot basis as required.

#### **Communications**

Connection to existing fibre and copper services in Huntingwood Drive will occur via universal servicing obligations.

### 7.10 *BCA compliance and fire engineering*

A BCA Assessment Report has been prepared by BM+G (**Appendix P**). The report provides a preliminary review of the project, against the deemed-to-satisfy (**DTS**) provisions of the Building Code of Australia 2010 (**BCA**) pursuant to the provisions of clause 145 of the EP&A Regulation and clause 18 of the Building Professionals Regulation 2007. It concludes that:

*... it is considered that compliance with the relevant DTS provisions and Performance Requirements identified within this report are readily achievable, however full details demonstrating compliance are required to be submitted with the CC Application*

A Fire Engineering Brief has been prepared by RawFire (**Appendix Q**). It identifies departures from the DTS provisions of the BCA and identifies alternative solutions.

### 7.11 *Flooding*

An assessment of flood impacts for the estate was conducted for the Concept Plan. The site and project footprint are entirely outside of the 1 in 100 year flood line. This is confirmed in the advice by Bewsher Consulting (**Appendix R**) which includes a probable maximum flood (**PMF**) map for the estate (post development). The PMF Map shows that the PMF extent is to the east of the project site (adjoining Prospect Creek).

### 7.12 *Air quality*

An Air Quality Assessment has been completed by Heggies (**Appendix S**). The objective of the assessment is to identify the potential air quality impacts from the construction and operation of the facility and to provide advice with regard to effective mitigation strategies where necessary.

The qualitative assessment has been prepared with reference to NSW DECCW Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (the **Approved Methods**).

It is noted that the DGRs do not include a requirement to consider air quality impacts.

The assessment concludes that:

*This air quality assessment has examined the baseline conditions likely to be encountered at the Project Site and identified potential air quality impacts associated with the construction and operational phases of the proposed development. Based upon the information available at the time, it was not determined that any processes or activities would cause any significant emissions to air, and that baseline conditions would not be significantly impacted.*

*A range of mitigation measures have been proposed to control dust emissions associated with the construction phase, as appropriate to demonstrate adequate measures are in place to proactively manage risk.*

*It is not considered that there are any air quality considerations that would cause any significant concern, and based upon the assumptions presented in this report, that air quality should not be a constraint to planning approval for the development.*

Statement of Commitment 14, **Table 10** requires the proponent to adopt the mitigation measures recommended in the Air Quality Assessment.

## 8.0 DRAFT STATEMENT OF COMMITMENTS

The following draft statement of commitments (**Table 10**) sets out the measures proposed by the proponent to manage and minimise the potential impacts arising from the project.

*Table 10 - Draft statement of commitments*

Subject	Commitment	Timing
1. General	The project will be constructed generally in accordance with the EAR prepared by Robinson Urban Planning Pty Ltd (and accompanying consultant reports) and the Architectural, Landscape and Civil Plans listed at Table 1 of the EAR.	During and after Construction
2. Transport	The project will implement the recommendations of the Traffic Impact Assessment (by Halcrow) in relation to non-car modes of travel.	Prior to and after occupation
3. Huntingwood Drive	The future extension of Huntingwood Drive (the construction of which is proposed by pending MP 08_0225) will be constructed for its full length from Brabham Drive to the Western Sydney Parklands prior to occupation of the proposed facility.	Prior to occupation
4. ESD	The recommendations of the Sustainability Report, by Cundall, will be implemented.	During and after to construction
5. Noise	The recommendations of the Noise Impact Assessment (by Heggies) will be implemented.	Prior to and during construction
6. Hazardous goods	The recommendations of the Dangerous Goods Review (by SKM) will be implemented.	Prior to occupation
7. Construction management	A Construction and Demolition Environmental Management Plan will be prepared. It will include a construction waste and traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.	Prior to and during to construction
8. Waste management	<i>Construction waste</i> A waste removal, sorting, recycling / disposal contract will be entered into by the Principal Contractor (to be detailed in the Construction and Demolition Environmental Management Plan).	Prior to and during to construction
	<i>Operational waste</i> The project will implement the waste minimisation measures set out in the Material & Equipment Paper, by Metcash and report on Metcash's involvement in the National Packaging Covenant Mark II.	After construction
9. Water and soil	The recommendations of the Stormwater Management Strategy and Soil and Water Management Plan (including a Concept Erosion and Sediment Control Plan) (by GHD) will be implemented.	During and after construction
10. BCA and Fire Engineering	The recommendations of the BCA Assessment (by BM+G) and Fire Engineering Brief (by RawFire) will be implemented.	Prior to construction

Subject	Commitment	Timing
11. Lighting	External lighting will be designed to comply with the requirements of the BCA, AS1158 and AS4282.	Prior to construction
12. Subdivision	The site (being all of Lot 3 and part of Lot 2 in DP 1127100) will be consolidated into one allotment of land prior to the issue of an Occupation Certificate. The boundary between Lot 2 and adjoining Lot 1 will also be adjusted.	Within 6 months of occupation
13. Signage	Prior to the fabrication and installation of building and estate identification signs, detailed signage drawings will be prepared in consultation with Blacktown Council and submitted to the Director General for review and approval.	Prior to occupation
14. Air quality	The recommendations of the Air Quality Assessment (by Heggies) will be implemented.	During construction and operation

## 9.0 CONCLUSION

The development of a purpose built Metcash warehouse/distribution facility with ancillary offices within the Bungarribee Industrial Estate (Huntingwood West) offers the following significant benefits:

- Implementation of the relevant objects of the EP&A Act by:
  - Promoting the **social** and **economic** welfare of the community through the provision of jobs close to home, making a significant contribution to employment targets for North Western Sydney;
  - Protecting the **environment** and promoting **ESD** by incorporating energy efficiency into the design and future operation of the project.
- Provision of 600 operational (and 400 construction jobs) ensuring consistency with the Concept Plan (MP 06\_0203) and Major Development SEPP objectives in relation to employment generation
- A significant office component that adds to the design quality of the estate
- Provision of a purpose built facility to fulfil the current and future expansion needs of Metcash, consolidated into one facility. The site is particularly suitable for the use given its proximity to the regional road network, the advanced state of the estate's planning and the proximity to Metcash's employment base.
- A safe and secure facility located well away from residential uses, making the site ideal for the proposed 24 hour operation.
- Consistency with all relevant EPIs and the DDC (as proposed to be modified by pending MP 08\_0225).
- General consistency with the approved Concept Plan for Bungarribee Industrial Estate (MP 06\_0203), the approved subdivision PA (MP 08\_0055) and pending infrastructure PA (MP 08\_0225); subject to modification of the approved and proposed subdivision arrangement and road layout.
- Promotion of Metcash's role as the third force in Australian grocery retailing, supporting the intent of the NSW planning policy to promote economic growth and competition.
- A high standard of contemporary architectural and landscape design (balanced with the large warehouse/distribution function of the use).
- Satisfactory impacts in terms of traffic, access, parking, soil and water management, waste management, dangerous goods, BCA compliance, noise, air quality etc.
- Acceptable traffic impacts and encouragement of alternate forms of transport.

In light of the significant merits and the absence of any significantly adverse environmental effects, the project is considered worthy of the Minister's consent.