



**STATE SIGNIFICANT DEVELOPMENT
ASSESSMENT REPORT:
Toll IPEC Freight Transport, Warehouse
and Distribution Facility
Bungarribee Industrial Estate,
Huntingwood West
(SSD 5705)**



Director-General's
Environmental Assessment Report
Section 89H of the
Environmental Planning and Assessment Act 1979

April 2013

ABBREVIATIONS

Applicant	Goodman Property Services
CIV	Capital Investment Value
Department	Department of Planning and Infrastructure
DGRs	Director-General's Requirements
Director-General	Director-General of the Department of Planning and Infrastructure, or his delegate
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
Estate	Bungaribee Industrial Estate
HWDDC	Huntingwood West Development Design Controls
Infrastructure SEPP	State Environmental Planning Policy (Infrastructure) 2007
LEP	Local Environmental Plan
MD SEPP	State Environmental Planning Policy (Major Development) 2005
Minister	Minister for Planning and Infrastructure
RtS	Response to Submissions
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
VPA	Voluntary Planning Agreement
WSP	Western Sydney Parklands

HYPERLINKS

Hyperlinks (CTRL + click to access) are included in this document to allow quick navigation to explanations and interpretations of commonly used legal, scientific or industry terms / phrases used in this document. The explanations / interpretations appear in the glossary appendix. Be sure to print the relevant glossary appendix to enable interpretation of these terms or phrases when printing the main body of the report.

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NSW Department of Planning and Infrastructure

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1. SITE DESCRIPTION & PROPOSED PROJECT

This report is an assessment of a State Significant Development application (SSD 5705) lodged under Part 4, Division 4.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), by Goodman Property Services (the applicant). The application seeks approval to construct a new freight transport, warehouse and distribution facility to be operated by Toll IPEC at Bungarribee Industrial Estate, Huntingwood West.

1.1 Site Description and Surrounding Development

The subject site is located within the Bungarribee Industrial Estate (the estate). The estate is also known as the Huntingwood West Precinct which was the subject of a concept plan approval issued by the then Minister for Planning on 9 December 2006 (MP06_0203) and project approval for Stage 1 Infrastructure works issued 25 January 2011 (MP08_0225).

The estate is a 56ha site which is currently under construction. It is bounded by the M4 Motorway to the south, the Great Western Highway to the north, Brabham Drive to the east, and Western Sydney Parklands (WSP) to the west. The nearest residential properties lie to the west of the estate, approximately 400m from the subject site, along Pikes Lane. See **Figure 1**.

The subject site is located in the south western corner of the estate, across three lots – Lots 30, 31 and part Lot 33 in DP 1161771. The site adjoins the WSP and the M4 Motorway. It is approximately 18ha and is currently vacant land.



Figure 1 – Subject site and regional context

1.2 Key Project Components and Features

Table 1 provides a summary of the development proposal's key components and features. The proposed project layout can be seen in **Figure 2**.

Table 1: Key components

Project summary and features	<ul style="list-style-type: none"> • Construction of one warehouse building with ancillary office and staff amenities, separate workshop, refuelling facility, weighbridge, driver's rest and gatehouses with a total gross floor area (GFA) of 62,261m² • Parking for 697 cars and 154 trucks/heavy vehicles • Associated hardstand, loading and servicing areas • Landscaping of site boundaries, entrances and car parking areas
Warehouse building	<ul style="list-style-type: none"> • 55,694m² single storey warehouse consisting of a central portion and three 'fingers' either side incorporating 8,711m² of mezzanine and a 840m² two level operations centre • Warehouse maximum ridge height of 13.75m • Warehouse length of 420m and width of 183m
Office Building	<ul style="list-style-type: none"> • 3,385m² two storey office building adjoining the warehouse at the central, west frontage incorporating reception/ administration, meeting and training rooms, and amenities • Office maximum ridge height 8.9m • Office approximate length 43m and width 37m (irregular shape) • Future expansion area in the south east of the building (subject to a future, separate application)
Other buildings/ structures	<ul style="list-style-type: none"> • 1,300m² fleet workshop and truck wash and two 110,000L fuel tanks • 400m² truck stop/ drivers rest building • 225m² customer pick up and entry buildings at the western frontage • Two gatehouses – William Dean Street and Huntingwood Drive entries • One 14,500L LPG tank • Switchroom, substation, two generators, two sprinkler tanks and pump room
Materials and finishes	<ul style="list-style-type: none"> • Colorbond metal cladding, painted precast concrete panels, painted dado panels, translucent roof and wall sheeting, feature metal cladding and zincalume roof sheeting • Majority grey and tan shades with the TOLL corporate green colour used within the buildings and signage
Parking	<ul style="list-style-type: none"> • 697 car spaces in two car parks, including 14 spaces for disabled use and 40 visitor spaces • 154 truck/ heavy vehicle spaces made up of 80 spaces for trailer parking, 54 spaces for pick-up and delivery vehicles (PUD) and 20 spaces for the cab portion of articulated vehicles
Access & circulation	<ul style="list-style-type: none"> • Two car access points via Park Edge Road • Articulated vehicle entry via William Dean Street (northern entry) • PUD entry via Huntingwood Drive (eastern entry) • All trucks to exit via William Dean Street • Clockwise rotation for site circulation
Landscaping	<ul style="list-style-type: none"> • Landscaping to site boundaries and within the site to screen, soften and provide amenity for the proposal • Landscaping will be consistent with the landscape master plan approved for the estate under project approval MP08_0225 and proposes species consistent with the approved adjacent Metcash

	development
<i>Signage</i>	<ul style="list-style-type: none"> • Sixteen illuminated and non-illuminated business and building identification signs are proposed throughout the site and on the buildings • The largest sign is 9m x 27m and the smallest 1.5m x 3m
<i>Staffing</i>	<ul style="list-style-type: none"> • 550 full time staff consisting of approximately 400 warehouse staff/drivers and 150 office staff • 50 casual staff at any one time during peak periods
<i>Operation details</i>	<ul style="list-style-type: none"> • 24 hour operations, 365 days per year • Warehouse staff to work over three shifts – 4am – 12noon, 9am – 5pm or 2pm – 10pm • Office staff to generally work 9am – 5pm
<i>Civil & stormwater management</i>	<ul style="list-style-type: none"> • Drainage to the stormwater basin located adjacent in the WSP.
<i>Value [CIV] / Jobs</i>	<ul style="list-style-type: none"> • \$97 million • Creation of 150 new operational jobs

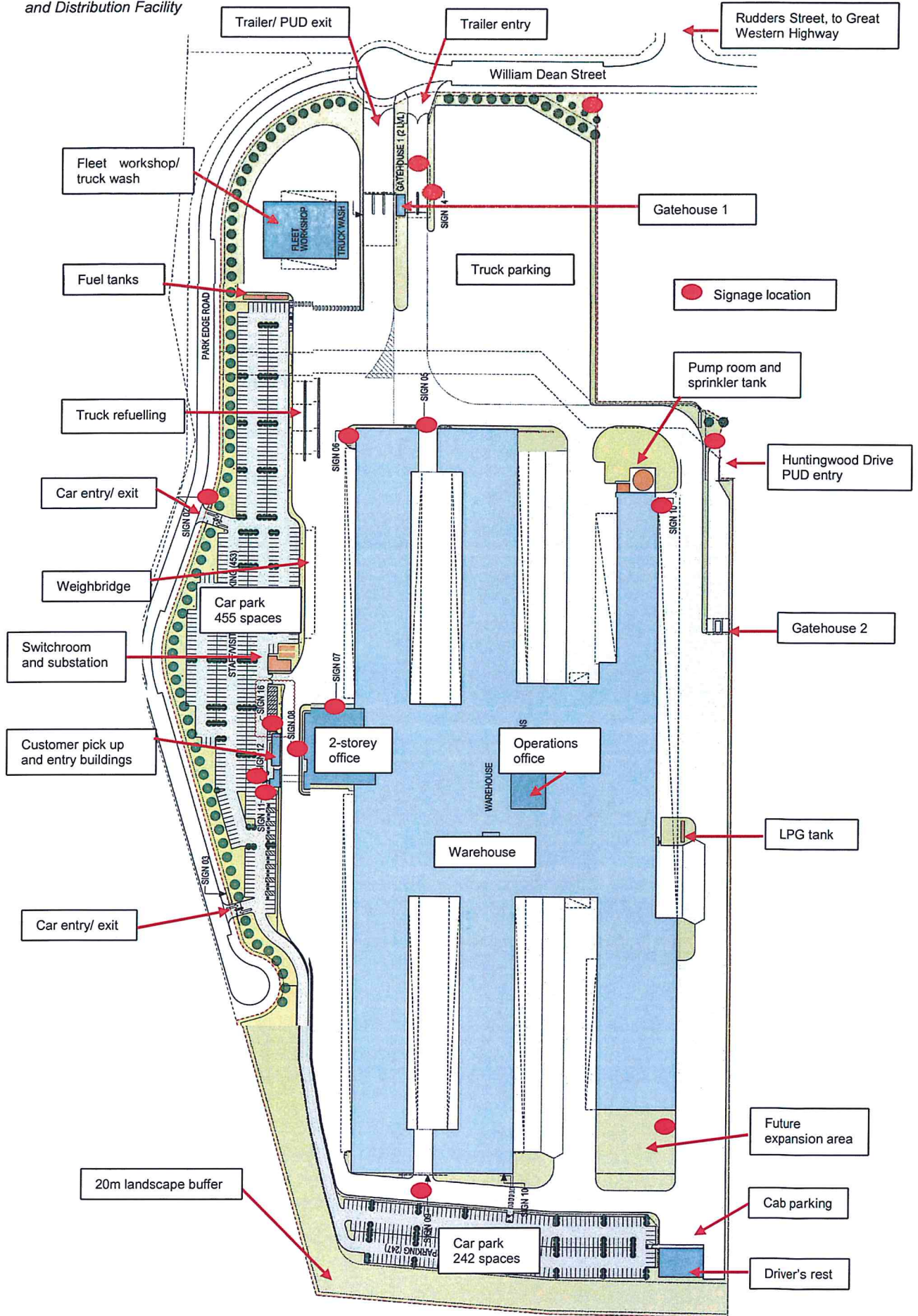


Figure 2 – Site layout

2. STATUTORY AND STRATEGIC CONTEXT

2.1 SEPP (State and Regional Development) 2011

The proposal is State significant development because it is development for the purpose of a warehouse or distribution centre with a CIV in excess of \$50 million, under clause 12 of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP). Therefore the Minister for Planning and Infrastructure is the consent authority.

2.2 Approval Authority

On 27 February 2013, the Minister for Planning and Infrastructure delegated responsibility for the determination of State significant development under Division 4.1 of Part 4 of the EP&A Act to the Executive Director, Development Assessment Systems and Approvals. The proposal complies with the terms of the delegation as council has not objected to the proposal, a political disclosure statement has not been made and there were no submissions in the nature of objections.

2.3 Permissibility and Zoning under SEPP (Major Development) 2005

The site is zoned IN1 General Industrial under SEPP (Major Development) 2005 (MD SEPP). The uses proposed on site including freight transport, warehousing, distribution and ancillary office space are permissible with consent.

No specific development standards or controls apply to the site, including setbacks, floor space ratio or height.

2.4 Consistency with Approved Concept Plan

The proposal is consistent with the concept plan MP06_0203 for the estate by way of subdivision layout, road layout, land use and stormwater drainage.

2.5 Environmental Planning Instruments

The department's consideration of relevant [EPIs](#) (including SEPPs) is provided in [Appendix B](#). The proposal is consistent with the relevant requirements of the EPIs.

2.6 Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the [objects of the EP&A Act](#), as set out in section 5 of the EP&A Act. The proposal is consistent with the objects of the EP&A Act as it will provide social and economic welfare benefits for the community through the provision of employment, it represents the orderly and economic use of land, locating a freight logistics terminal close to major motorways, and is proposed to be constructed in an ecologically sustainable manner.

2.7 Ecologically Sustainable Development

The EP&A Act adopts the definition of [Ecologically Sustainable Development](#) (ESD) found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes.

The department has considered the project in relation to the ESD principles. The Precautionary and Inter-generational Equity Principles have been applied in the decision making process via an assessment of the environmental impacts of the project. The proposal is considered to be consistent with ESD principles as described in section 9.8 of the applicant's EIS, which has been prepared in accordance with the requirements of Schedule 2 of the Regulation.

2.8 Environmental Planning and Assessment Regulation 2000

The requirements for Notification (Part 6, Division 6) and Fees (Part 15, Division 1AA) of the Regulation have been complied with.

2.9 Strategic Context

The department considers that the proposal is consistent with and/or supports the following State and regional strategies:

- the goals of NSW 2021 with the provision of jobs and investment in infrastructure;
- the objectives of the Draft Metropolitan Plan for Sydney 2031 through its contribution to the provision of employment opportunities for western Sydney and the provision of a freight logistics terminal close to the M4 and M7 Motorways and the Great Western Highway; and
- the North West Subregion Draft Subregional Strategy which includes Huntingwood Precinct within the Western Sydney Employment Hub and lists freight logistics as an appropriate land use. The proposal is consistent with the Strategy because of the proposed use and it will contribute the employment targets for North West Subregion.

2.10 Director-General's Requirements

Section 1.4 of the EIS addresses compliance with the Director-General's Requirements. These matters have been addressed in the EIS sufficient to enable an adequate consideration and assessment of the proposal for determination purposes.

3. EXHIBITION CONSULTATION AND SUBMISSIONS

3.1 Exhibition

In accordance with section 89F of the EP&A Act and clause 83 of the Regulation, the Director-General made the application and accompanying information publicly available for 49 days following the date of first publication (including an extension because of the Christmas/ New Year period), in accordance with the Regulation and the department policy (see **Table 3**).

Table 3: Exhibition Details

Exhibition/Notification	Medium	Dates
Publicly exhibited	DPI information centre, Blacktown City Council and on the department's website.	13 December 2012 to 31 January 2013
Newspaper notice	Sydney Morning Herald and Daily Telegraph	Published 12 December 2012
Newspaper notice	Blacktown Advocate	Published 12 December 2012
Written notices	Letter to landholders and public authorities	Dated 10 December 2012

Referrals were sent to Western Sydney Parklands Trust (WSPT), Sydney Water, NSW Office of Water (NOW), Roads and Maritime Services (RMS) and Blacktown City Council (council).

The department received four submissions during the exhibition of the application – all from public authorities. No public submissions were received. A summary of the issues raised in submissions is provided below.

3.2 Public Authority Consultation and Submissions

Four submissions were received from public authorities, as addressed below in **Table 4**. No objections to the proposed development were raised, however recommended conditions were provided by the council and the RMS.

Table 4: Public Authority Submissions

Agency	Comments	Department Comment
Blacktown City Council	<ul style="list-style-type: none"> In principle, council raises no objections to the proposal subject to recommended conditions. One recommended condition relates to deferred commencement consent pending the execution of the Voluntary Planning Agreement (VPA) applicable the estate under project approval MP08_0225. A number of other proposed conditions have been amended since council's original response due to consultation between the applicant and council. 	<p>The VPA was notified 6 February – 6 March 2013. No submissions were received and it is due to be executed in April 2013. Accordingly, deferred commencement consent is not necessary.</p> <p>Tag A – recommended conditions.</p>
Roads and Maritime Services (three submissions)	<ul style="list-style-type: none"> The first response from the Sydney Regional Development Advisory Committee (19 December 2012) in accordance with the referral made under cl. 104 of the SEPP (Infrastructure) 2007 raised issues with the proposed new signalised intersection at the intersection of the Great Western Highway and Rudders Road (the northern road which leaves the estate). The applicant dealt directly with the RMS to resolve the intersection modelling and design. A second response from the RMS was received (7 February 2013). No objections to the proposal were raised subject to recommended conditions. A third response was received (15 February 2013) advising the RMS is satisfied with the design subject to its final approval. 	<p>Refer section 4.2.2 – department's assessment on traffic and transport.</p> <p>Tag A – recommended conditions.</p>
Sydney Water	<ul style="list-style-type: none"> No objections raised subject to suggested conditions relating to water, trade waste, wastewater and the need for a section 73 certificate. 	<p>Tag A – recommended conditions</p>
Office of Water	<ul style="list-style-type: none"> No objection raised. Noted landscaping proposes to use endemic species which is supported. 	<p>Refer section 4.2.3 – department's assessment on landscaping.</p>

The Design Review Panel which consists of representatives from the Office of Strategic Lands, WSPT and an independent member provided comments separately to the formal consultation process during December 2012.

The panel raised no objection to the proposal however, it did provide comments and requested further details in relation to the following:

- signage within the subject site (subsequently provided with the application);
- estate signage (not subject of this application);
- wayfinding signage throughout the estate for the WSP (not subject of this application);
- junction of Bunburra Place and William Dean Street should not read as if these roads are private – appropriate road treatments, landscaping and signage required (not subject of this application);
- the quality and maturity of species used in the Metcash development should be used on the subject site;
- confirmation by the applicant that a pedestrian path will be constructed on the eastern side of Park Edge Road (not subject of this application);
- perspectives of the proposal to be supplied to assess impacts on the WSP (subsequently provided with the application); and

- confirmation by the applicant that the current detention basin can accommodate the proposal with no alterations (this is confirmed).

3.3 Applicant's Response to Submissions

The applicant provided information to address minor issues raised in the submissions. No amendments to the proposed development are proposed.

4. ASSESSMENT

4.1 Section 79C Evaluation

Table 5 identifies the matters for consideration under s 79C that apply to State significant development, in accordance with s 89H of the EP&A Act. The table also represents a summary for which additional information and consideration is provided for in Section 4 (Key and Other Issues) and relevant appendices or other sections of this report and the EIS, referenced in the table. The EIS has been prepared by the applicant to consider these matters and those required to be considered in the DGRs and in accordance with the requirements of s 78(8A) of the EP&A Act and Schedule 2 of the Regulation.

Table 5: s 79C(1) Matters for Consideration

s 79C(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Consideration of relevant EPIs has been undertaken at Appendix B. The proposed development satisfactorily complies.
(a)(ii) any proposed instrument	Not applicable.
(a)(iii) any development control plan	Clause 11 of the SRD SEPP provides that development control plans do not apply to State significant development. Notwithstanding, consideration of relevant controls has been given at Appendix B.
(a)(iiia) any planning agreement	A VPA relating to the estate was notified 6 February – 6 March 2013. No submissions were received and it is due to be executed in April 2013. The VPA is between the applicant, the Minister, the council and WSPT for road works, the construction of the wetland and bio-retention basin, cycle paths and RMS contributions.
(a)(iv) the regulations	The development application satisfactorily meets the relevant requirements of the Regulation, including the procedures relating to development applications (part 6), public participation procedures for SSD's and schedule 2 of the Regulation relating to EISs.
(a)(v) any coastal zone management plan	Not applicable.
(b) the likely impacts of that development	The department's assessment has given consideration to the likely impacts of the proposed development.
(c) the suitability of the site for the development	The subject site is zoned IN1 General Industrial and is located within an estate that has been given concept plan approval for industrial uses. The proposed use on the subject site is consistent with the concept plan and project approval applicable to the estate and is appropriately located in the vicinity of excellent transport links (M4 and M7 Motorways and the Great Western Highway).
(d) any submissions	No significant issues were raised in submissions. The assessment of the proposal below addresses any minor issues raised.
(e) the public interest.	Refer to the conclusion of this report.

4.2 Key and Other Issues

The department considers the key environmental issues for the application to be:

- built form and urban design;
- traffic and transport;
- landscaping; and
- signage.

4.2.1 Built form and urban design

The dominant feature of the proposal is the substantial scale of the warehouse building which has a total floor space of 55,694m². It would be a single storey warehouse consisting of a central portion and three 'fingers' either side. Internally, it would incorporate 8,711m² of mezzanine and a 840m² two level operations centre. It would have a maximum ridge height of 13.75m, length of 420m and width of 183m. See **Figure 3**.

Adjoining the warehouse on the central west elevation is a proposed 3,385m² two storey office building. It would have a maximum ridge height of 8.9m and approximate dimensions of 43m by 37m (it's an irregular but square shape). It would incorporate reception/ administration, meeting and training rooms, and amenities. See **Figure 4**.

The warehouse building would sit in the south eastern corner of the site. This means substantial setbacks are proposed in accordance with the Huntingwood West Development Design Controls (HWDDC) to the northern, western and southern boundaries which will reduce the visual impact of the building when viewed from outside the site.

The warehouse building is setback a minimum 70m from the southern boundary. Along with the existing landscaping along the M4 Motorway (within the road reservation) plus the 20m landscaped setback on the subject site, the building would not be overly visible from the M4 Motorway.

The western boundary does not run perpendicular to the adjoining Western Sydney Parklands (WSP) so the setback of the warehouse building to the boundary varies from a minimum of 40m to a maximum of 100m. The adjoining Park Edge Road (off site) and the landscaped setback and level car parking (on site) will reduce the bulk of the building when viewed from Park Edge Road and the WSP.

The warehouse building would be set back approximately 190m from the northern boundary. To the front of the warehouse building, a gatehouse, truck parking, circulation and the fleet workshop/ truck wash building are proposed. Again, the setback of the warehouse building plus the on site landscaping will mean the approach to the site along William Dean Street (the northern boundary) will not be dominated by the warehouse building.

The warehouse building is setback between 30-40m from the eastern boundary. This boundary has no significant landscaping. A large setback along the eastern boundary is not as critical because the boundary adjoins the Metcash warehouse which is setback 5m from the shared boundary.

The buildings will be constructed of a mix of materials and colours to provide interest and variation to the built form. The warehouse building will incorporate translucent sheeting to walls and the roof to provide work areas with natural light. Colours such as the TOLL corporate green, grey and tan tones are proposed along with Colorbond, painted concrete panels, painted dado panels, feature metal sheeting and zinalume roof sheeting.

While the warehouse building is a traditional design to meet its freight processing requirements, the use of different materials and colours within the design will add interest to the building and site. The office component on the central west elevation is of a different design to the warehouse. The office component is a modern design incorporating glazing and louvres which will provide a distinct entry point to the site for staff and visitors.

The department is satisfied that the design of the buildings and the site layout, incorporating substantial landscaping and setbacks will mean the proposal is visually acceptable when viewed from the M4 Motorway, the WSP or within the estate.



Figure 3 – Site layout, view north east



Figure 4 – Proposed office building on the central western elevation of the warehouse building

4.2.2 Traffic and transport

Parking

There are 697 car parking spaces proposed on site including 14 spaces for disabled use and 40 visitor spaces in two parking areas (see **Figures 2 and 3**). Also proposed are 80 trailer parking spaces, 54 PUD parking spaces and 20 parking spaces for the cab/tractor portion of articulated vehicles. Forty-five bicycle spaces are also proposed.

Blacktown Development Control Plan 2006 would require 439 car parking spaces based on the gross floor area of the warehouse, office components and workshop. The Huntingwood West Development Design Controls (HWDDC) would require 377 spaces.

The development proposes a total of 697 parking spaces because it is considered the use on site (freight transport, warehouse and distribution) is not correctly represented by either council's controls nor the HWDDC because they only offer a rate for warehousing, factory and office uses only.

The proposed use on site will require more staff members than would be required for a factory or warehouse only. Therefore the parking provision has been proposed to match staff numbers. Staff numbers proposed include 550 full time staff consisting of approximately 400 warehouse staff/ drivers and 150 office staff, 50 casual staff at any one time during peak periods. Section 4.6.5 of the HWDDC, allows the approval authority to consider a variation to the parking rate if the applicant can justify the

variation with a traffic study on the basis of type of use, type of employment and number of employees.

The applicant has provided a traffic study and justification that the additional car parking spaces would:

- ensure sufficient parking is provided on site at all times and not allow parking off the site within the estate, especially during the shift change-over periods;
- provide adequate parking for staff that work shifts outside general business hours. Since the site will operate on a 24-hour basis, and it is isolated in terms of public transport access, staff need to be provided with adequate parking. While bus services may be extended into the site as the estate develops, the site is never going to be serviced such that staff do not need to rely on private transport;
- provide for peak demand periods for deliveries throughout the year, eg Christmas;
- provide for adequate visitor parking (40 spaces) since the site will periodically be used for training purposes; and
- allow for site expansion plans over the next 15 years.

The department accepts the above rationale and raises no objection to the provision of the number of spaces proposed.

Traffic generation

The concept plan approval (MP06_0203) for the estate adopted an average rate of 15 trips per hectare which resulted in an overall estate generation of 840 vehicles/ hour. The subsequent traffic report submitted with the estate Stage 1 Infrastructure project application (MP08_0225) also adopted a rate of 15 trips per hectare but with a revised site area (54.19ha compared to 56ha under the concept plan), a generation rate of 813 vehicles per hour resulted.

The concept plan approved two access points into the estate which included the intersection of Brabham Drive and Huntingwood Drive and a signalised intersection at the intersection of the Great Western Highway and Rudders Street. See **Figure 5**. These intersections were designed to accommodate the expected traffic movements of 813 vehicles/ hour.

The proposed TOLL development, based on the approved 15 trips per hectare should generate 270 vehicles movement/ hour (18ha site x 15). However, based on information from TOLL taken from operations elsewhere, this site is expected to generate 370 vehicle movements/ hour.

The subject site is considered in the context of the estate in **Table 6**.

Table 6: Approved and actual traffic generation rates within the estate

Site and area	Estate approved generation veh/hr (am/pm)	Actual/ proposed generation veh/hr (am/pm)
Metcash (18.8ha)	282 / 282	253 / 171
Linfox (4.7ha)	73 / 73	49 / 35
TOLL (18ha)	270 / 270	370 / 370
Balance of estate (12.49ha)	188 / 188	141 / 237
Total	813 / 813	813 / 813

Approved and/or built development within the estate includes the Metcash warehouse and the Linfox warehouse. Both of these sites would not/ do not generate the vehicle movements anticipated under the project approval (MP08_0225). Therefore the movements to be generated by the proposed TOLL development can be accommodated within the approved capacity of the estate, if the undeveloped balance of the estate (12.49ha) only requires the balance of the traffic movements (141 veh/hr in the AMP peak and 237 veh/hr in the PM peak).

As this cannot be assumed, it is considered the proposed TOLL site will contribute to the estate total vehicle movements/ hour being increased above that approved under the project application, once fully developed (expected around 2026). An exact increase can not be stated as it will depend on what uses eventuate on the balance of the estate (12.49ha).

However, due consideration must be given to the critical intersection of the Great Western Highway and Rudders Street. This intersection was approved under the Stage 1 Infrastructure works MP08_0225 and its construction is subject to the soon to be executed VPA. The final design of the intersection has been completed in consultation with the applicant and the RMS and now accommodates a dual right hand turn bay from the Great Western Highway into the estate. It has been designed to accommodate two B-double trucks turning at the same time and to accommodate sufficient storage capacity so traffic does not queue back into lanes of the Great Western Highway.

It has been confirmed by the proponent's traffic consultants that the intersection will operate at a 'B' level of service in the AM peak and a 'A' level of service during the PM peak, when the estate is fully developed by 2026. Levels of service range from A (very good) to F (unsatisfactory). The predicted levels of service 'A' and 'B' indicate that the intersection will be able to accommodate the increase in movements from the proposed TOLL site plus any increases in movements as the balance of the estate is developed.

The department is satisfied that the proposed movements to and from the TOLL site can be accommodated within the operation of the estate road network and the proposed signalised intersection. The upgraded intersection of the Great Western Highway and Rudders Street will operate a high level of service once the estate is fully developed by 2026 even with higher vehicle movements than that approved under the project approval. A recommended condition of consent would require evidence being provided to the department demonstrating that the intersection upgrade works have been successfully completed prior to issue of the occupation certificate for the warehouse building.

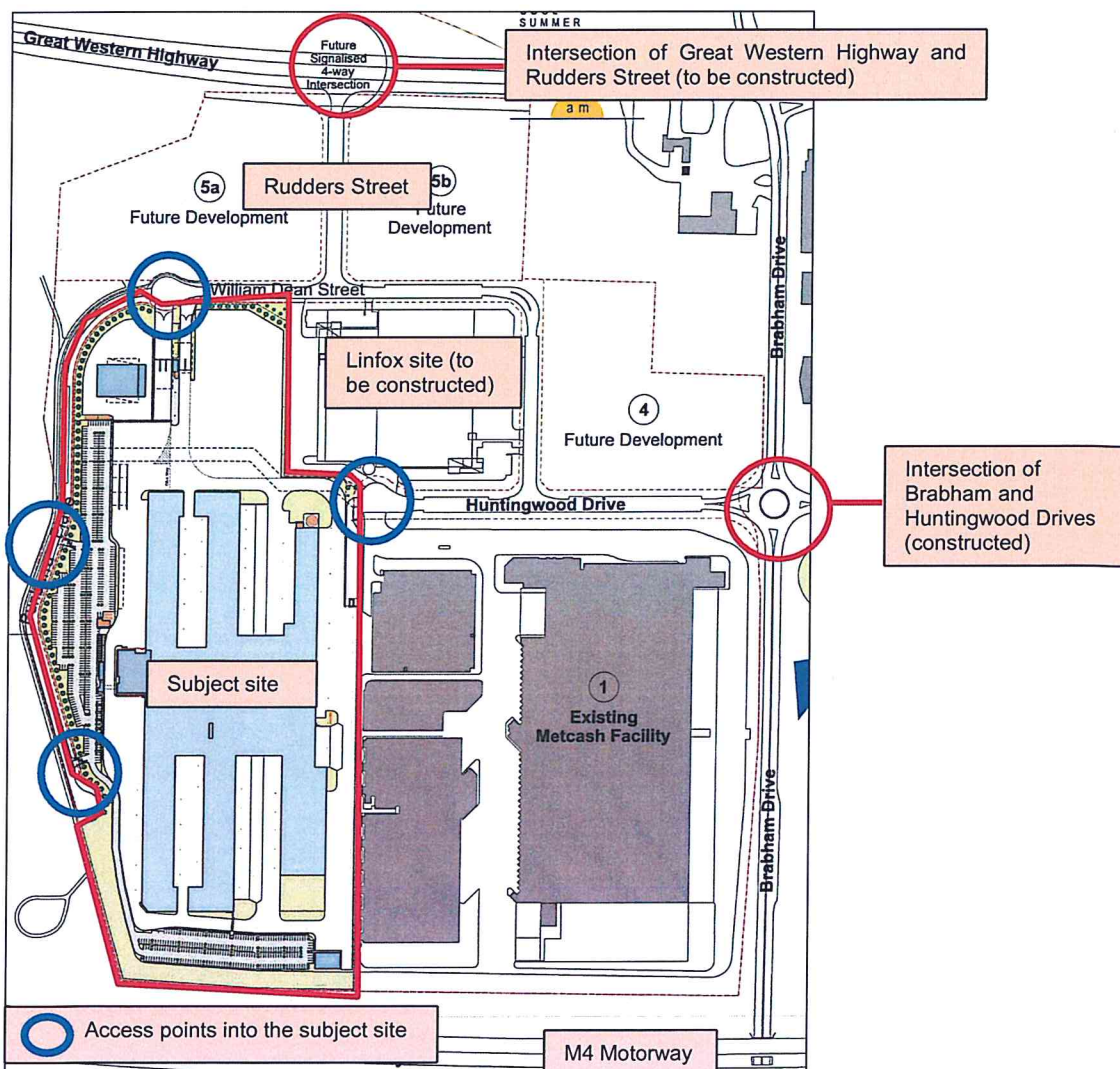


Figure 5 – Estate layout showing vehicle access points

Access and circulation

Access to the site is proposed at four points:

- PUD entry only off Huntingwood Drive, with PUD exit onto William Dean Street;
- trailer entry and exit from William Dean Street only; and
- two car entry and exit points off Park Edge Road only.

The separation of the different types of vehicles accessing the site will ensure there are no conflicts between vehicle movements, providing a safe environment for vehicles and pedestrians.

The entry points for trucks off Huntingwood Drive and William Dean Street have both been provided with sufficient queuing space so the estate road network is not affected.

Once on site, trucks will move in a clockwise direction and cars cannot enter the main area of the site because the car parking areas are separated by fencing and the design of the site.

The department is satisfied that the access to and from the site will operate in a safe and economical manner due to the multi-access points, separation of vehicles and clockwise flow of trucks on site.

Landscaping

The landscaping to the northern, western and southern boundaries is a mixture of 'presentation entry zones', 'secondary planting zones' and 'buffer/ screen planting zones'. Plant species will consist of Cumberland Plain Woodland species, other species endemic to the area, native Australian species and exotic species.

The presentation entry zones will consist of structured plantings of low shrubs, native grasses and groundcovers and larger tree plantings. These zones will consist of 50 per cent Australian native species and 50 per cent exotic species.

The secondary planting zones will comprise trees in a grid arrangement and consist of 50 per cent Cumberland Plain Woodland species and 50 per cent species that are endemic to the area.

The buffer/ screen planting zones will provide dense planting, a green outlook for the site and consist of 100 per cent Cumberland Plain Woodland species.

Internally, trees are proposed within the car parking areas for shade, shrubs and groundcovers for softening throughout the site and a mixture of trees of varying heights in locations to assist in screening/ softening of the built form.

Plant species have been selected for:

- their endemic nature (Cumberland Plain Woodland species or species endemic to the area);
- their foliage type (screening, softening and shading);
- their low maintenance and low water attributes; and
- continuity with the landscaping used on the adjacent Metcash site.

The HWDDC has a control that front setbacks are to consist of 100 per cent Cumberland Plain Woodland species. The site has two front setbacks (northern and western boundaries), and they are over 200m and 600m long, respectively. A mix of species and landscape zones are proposed within these setbacks as detailed above. A substantial component of species proposed are Cumberland Plain Woodland species. All of the species proposed cannot be Cumberland Plain Woodland species as the different requirements to be met by the landscaping (screening, shading, aesthetics etc), cannot be met alone by Cumberland Plain Woodland species.

It is noted that the NOW supports the use of endemic, low water demand species as proposed.

The department is satisfied that the proposed landscaping will contribute positively to the site, estate and area. It will soften and screen the site along the western boundary to the WSP and the southern boundary to the M4 Motorway, providing an appropriate interface. Species proposed are a mix of Cumberland Plain Woodland species, other species endemic to the area, native Australian species and exotic species. A substantial component are species endemic to the area (including Cumberland

Plain Woodland species) which will support the native flora and fauna in the area and in the adjacent WSP.

4.2.4 Signage

The application proposes 16 large, medium and small signs around the site. All signs are 'building identification' or 'business identification' signs, no advertising signage is proposed.

Twelve of the signs will only feature the word 'TOLL' and four signs will also feature the name of the estate and Goodman. The two largest signs will feature on either end of the warehouse building and measure 27m x 9m. Some of the signs will be illuminated with the main sign for consideration being a large sign (27m x 9m) proposed on the southern elevation, to the M4 Motorway being illuminated 24 hours.

An assessment against SEPP 64 can be found in Appendix B, **Table 7** and signage locations can be seen in **Figures 2 and 3**. In summary the proposed signage is appropriate for the site given its industrial character. Some signage will be visible from the M4 Motorway and the WSP but the signage will not adversely impact roadway or parklands users.

The RMS did not object to any of the proposed signage, including that visible from the M4 Motorway. Subsequent to the exhibition of the application, the applicant amended the signage strategy to include illumination of the large sign at the end of the warehouse building, visible from the M4 Motorway. As no details of proposed illumination were submitted and a further referral to the RMS was not made, the department considers that it is not appropriate to approve the illumination at this stage. A condition of consent is therefore recommended requiring further details of the proposed illumination to be provided to the satisfaction of the Director-General in consultation with the RMS. Any illuminated signage will need to demonstrate compliance with AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting.

Overall , the department is satisfied the proposed signage is of an appropriate number and size for the scale of the site and it will be appropriately located on buildings and around the site.

5. CONCLUSION AND RECOMMENDATION

5.1 Conclusion

The proposal seeks approval to construct a new freight transport, warehouse and distribution facility to be operated by Toll IPEC within the Bungarribee Industrial Estate, Huntingwood West.

The department has reviewed the submitted EIS and duly considered advice from public authorities. Issues raised in submissions have been considered and all relevant environmental issues associated with the proposal have been thoroughly assessed. The proposal is consistent with the strategic objectives for the area.

The department is of the view that the recommended conditions and implementation of measures detailed in the applicant's EIS and appendices, will adequately mitigate the environmental impacts of the proposal.

On balance, the department considers the site to be suitable for the proposed development and that the proposal is in the public interest given the significant social and economic benefits associated with an employment generating use, located in close proximity to excellent road networks. Accordingly, the department recommends that the State significant development be approved, subject to conditions.

5.2 Recommendation

In accordance with s. 89E of the *Environmental Planning and Assessment Act 1979*, it is recommended that the Executive Director, Development Assessment Systems and Approvals:

- (a) considers the recommendations of this report for the Toll IPEC freight transport, warehouse and distribution facility at Bungarribee Industrial Estate (SSD 5705);
- (b) **approves** the State significant development application, as outlined in the Environmental Impact Statement prepared by Urbis, dated December 2012, and subject to the conditions of consent set out in the attached instrument at **TAG A**, under section 89E of the *Environmental Planning and Assessment Act 1979*; and
- (c) **signs** the attached development consent at **TAG A**.



Director
Metropolitan and Regional Projects North

APPENDIX A RELEVANT SUPPORTING INFORMATION

The EA, submissions, and all other documents to this assessment report can be found on the Department of Planning and Infrastructure's website as follows:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5705

APPENDIX B CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENT(S) (INCLUDING DRAFT) AND DCP(S)

State Environmental Planning Policy (State and Regional Development) 2011

The aims of this SEPP are to identify State significant development and State significant infrastructure and provide the necessary functions to joint regional planning panels to determine development applications.

The proposal is for SSD in accordance with s. 89C of the EP&A Act because it is development for the purpose of a warehouse or distribution centre with a CIV in excess of \$50 million, under cl. 12 of schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011.

State Environmental Planning Policy (Major Development) 2005

One of the aims of this SEPP is to facilitate the development of important urban sites of economic significance to the State so as to facilitate their orderly use and development.

The Huntingwood West Precinct (the estate) is a State significant site under the SEPP and is zoned IN1 General Industrial. The uses proposed on site including freight transport, warehousing, distribution and ancillary office space are permissible with consent.

The proposal is consistent with the SEPP, including the relevant clauses under part 9 of schedule 3:

- zone objectives – the proposal is for employment-generating industrial development and will provide high quality landscaping and external finishes;
- design – the proposal is of a high quality design with a range of materials and external finishes, high quality landscaping and the scale and character is compatible with other development in the estate; and
- height – proposed building heights will not adversely impact on the amenity of adjacent residential areas.

State Environmental Planning Policy (Infrastructure) 2007

The aim of this SEPP is to facilitate the effective state wide delivery of infrastructure by providing greater flexibility in the location of infrastructure and service facilities, allowing the development of surplus government land, identifying relevant environmental assessment categories for development and relevant matters to be considered and providing for consultation with relevant public authorities.

As the proposal is a type that falls under schedule 3 of the SEPP (ancillary parking for the site exceeds 200 vehicles), in accordance with cl. 104 (traffic-generating development) the application was referred to the RMS.

The main issue of concern from the RMS was the design of the intersection of the Great Western Highway and Rudders Street. This has been resolved, as discussed in section 4.2.2 and the RMS raises no objection to the proposal.

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

SEPP 33 provides clear definitions of hazardous and offensive industries and aims to facilitate development defined as such and to ensure that in determining developments of this nature, appropriate measures are employed to reduce the impact of the development and require advertisement of applications proposed to carry out such development.

The proposal could be considered as a 'potentially hazardous industry' under the SEPP because it proposes to store diesel and LPG. However, the Dangerous Goods Statement submitted with the

application outlines measures to store these goods safely. Along with the location on site of the goods (distances from boundaries) and the proximity to residential areas (up to 400m to the western boundary only), SEPP 33 is not triggered and the preparation of a preliminary hazard analysis assessment is not required.

State Environmental Planning Policy No.55 – Remediation of Land

This SEPP aims to provide a state wide approach to the remediation of contaminated land. In particular, it aims to promote the remediation of contaminated land to reduce the risk of harm to human health and the environment by specifying under what circumstances consent is required, specifying certain considerations for consent to carry out remediation work and requiring that remediation works undertaken meet certain standards.

Site contamination for the estate was addressed under MP08_0225 Stage 1 Infrastructure Works. Douglas Partners undertook a Phase 1 and Phase 2 Environmental Site Assessment and a Site Audit Report (SAR) and Site Audit Statement (SAS) were issued by the Auditor 20 February 2008.

It was determined that the contamination risk was acceptable and the land was suitable for the future commercial/ industrial use. The department is satisfied that the proposal is able to proceed without further assessment or remediation, subject to compliance with the SAR and SAS.

State Environmental Planning Policy No.64 – Advertising and Signage

The aim of SEPP 64 is to regulate signage and ensure that it is compatible with the desired amenity and visual character of an area, provides effective communication, and is of a high quality design and finish.

All the signage proposed within the subject site can be considered as 'building identification' or 'business identification' signage. There is no advertising signage proposed.

Sixteen large, medium and small signs are proposed around the site. Twelve of the signs will only feature the word 'TOLL' and four signs will also feature the name of the estate and Goodman. The two largest signs will feature on either end of the warehouse building and measure 27m x 9m. Some of the signs will be illuminated with the main sign for consideration being a large sign (27m x 9m) proposed on the southern elevation, to the M4 Motorway being illuminated 24 hours.

The signage locations can be seen in **Figures 2 and 3** and an assessment against SEPP 64 can be found in **Table 7**.

Table 7: SEPP 64 Schedule 1 Assessment Criteria

Matter	Comment
Character of the area	The existing character of the area is a mix of large industrial developments, major roadways, rural development and the Western Sydney Parklands. The proposed signage will be compatible with the predominant use in the area of large industrial parks. The scale of the proposal means the signage proposed is in proportion to the site.
Special areas	The subject site adjoins the WSP and the proposed buildings and signage will be visible from the WSP. However, the scale of the proposal and the amount of signage spread around the large site will mean the proposal will not detract from the amenity of the WSP.
Views and vistas	The proposal will not impact on, or compromise any important views, or impact on the rights of any other advertisers. The design and location of the proposed signage will not protrude into the skyline.
Streetscape, setting or landscape	The proposed number of signs, their size and location is appropriate for the size and use of the site. The proposed signage will not result in clutter and will be integrated with landscaping and entry points to the site.
Site and building	The proposed signage is compatible with the scale of the site and proposed buildings.

Matter	Comment
Associated devices and logos	No associated devices or logos are proposed.
Illumination	<p>A number of signs are proposed to be illuminated with a large sign (27m x 9m) on the southern elevation to the M4 Motorway proposed to be illuminated 24 hours.</p> <p>As discussed in section 4.2.4, the illumination of the sign facing the M4 Motorway is not approved until further detail is provided.</p> <p>All other proposed illuminated signage, will not impact residents, roadway users or aircraft and will not result in unacceptable glare. A recommended condition will ensure the signage will comply with the requirements of AS4282: 1997 Control of the Obtrusive Effects of Outdoor Lighting.</p>
Safety	The proposed signage will not give rise to any safety impacts for road users or pedestrians using the estate or adjoining roadways.

Huntingwood West Development Design Controls

It is noted that cl. 11 of the SRD SEPP provides that development control plans do not apply to SSD. However, it is appropriate to address compliance with the estate specific design controls. The Huntingwood West Development Design Controls (HWDDC) were approved under the estate concept plan (MP06_0203). They have been modified twice. The relevant controls are considered below in **Table 8**.

Table 8: Consideration of Huntingwood West Development Design Controls

DCP	Department Comment / Assessment	Complies
1.3 Development vision	The proposal will contribute to a high quality employment zone, integrated with WSP and incorporate best practice design and environmental measures. It is also consistent with existing development within the estate.	Yes
3.4.1 Road hierarchy	The proposal complies with the road hierarchy, as modified under MP06_0203 MOD2.	Yes
3.5 Landscape and drainage network	<p>The proposal provides:</p> <ul style="list-style-type: none"> a minimum 20m wide vegetation buffer to the M4 Motorway; integrates with the approved drainage system for the estate; and maintains the defining edge to WSP by way of Park Edge Road. 	Yes
4.1.1 Subdivision layout	The proposal is consistent with the subdivision layout approved under MP06_0203 MOD2.	Yes
4.1.2 Minimum lot size and dimensions	The proposal complies with the minimum lot size of 4,000m ² (18ha proposed) and minimum width at the building line of 45m (230m proposed).	Yes
4.6.1 General design principles	<p>The proposal:</p> <ul style="list-style-type: none"> has been designed so the main office component and main entry (for staff and visitors) is to Park Edge Road, ie facing WSP. Truck entries are off the other site frontages, internal to the estate; is of high quality design including architectural elements and varying materials, particularly to the western elevation (to WSP); and has landscaping to screen the car parking area to the western and southern boundaries 	Yes

4.6.2 Frontage development	<ul style="list-style-type: none"> • The primary frontage of the proposal is to Park Edge Road, and as mentioned above the main office component and site entry is off this frontage providing an appropriate frontage to WSP. • The other main frontage to William Dean Street provides the truck entry and a gatehouse to define the entry. • Landscaping is used on all visible frontages to screen and soften. 	Yes
4.6.3 Building envelope	<ul style="list-style-type: none"> • The proposal complies with the site coverage control of 65% (35% proposed). • The proposal complies with required building setbacks. • With regard to landscaping within those setbacks: <ul style="list-style-type: none"> ○ the proposed landscaping within the setback to the M4 Motorway is 20m which is compliant; ○ the proposed landscaping within the setback to Park Edge Road is between 7.5 and 14m where it should be a minimum 10m; and ○ the proposed landscaping within the setback to William Dean Street is between 7.5m and 28m where it should be a minimum 10m. • The non-compliances with the landscaped setbacks are considered acceptable because the built forms will be well set back from the site boundaries, the areas where the landscaping narrows to 7.5m will not be noticed within the scale of site and many areas of the setbacks propose an excess of landscaping. • All parking areas are landscaped. • The main office component of the proposal is incorporated into the warehouse building. • No blank facades are presented to street frontages. 	Yes/ No
4.6.5 Parking	<ul style="list-style-type: none"> • Proposed parking will be located behind front landscaped setbacks and parking areas to be landscaped to provide shade. • Bicycle parking is proposed. • 697 car parking spaces proposed of which 14 will be suitable for persons with a disability. The total figure is in excess of DDC controls (377 would be required) and council controls (439 would be required). • The proposed figure is acceptable because it is based on an assessment of the needs of the site. The DDC and council controls do not provide for the proposal which is more a freight facility than a warehouse use and consequently needs more parking than required for a warehouse. Council supports the proposed number of parking spaces. 	Yes/ No
4.6.6 Loading and servicing	<p>The development proposes truck access, circulation and loading separate to car parking areas; all loading and unloading on site; trucks will enter and leave the site in a forward facing direction; minimum 8m wide driveways; and no loading access from the WSP frontage.</p>	Yes
4.6.8 Allotment landscape design	<p>Landscaping proposed to all site frontages and within car parking areas.</p>	Yes/ No

	<p>Controls state front setbacks to be 100 per cent Cumberland Plain Woodland species. This is not possible as a range of species is proposed to meet landscaping needs.</p> <p>However, species proposed are a majority Cumberland Plain Woodland species and other species endemic to the area. Species have been chosen for their foliage type, low maintenance and low water attributes.</p>	
4.6.9 Private domain signage	<ul style="list-style-type: none"> • All signage proposed is business or building identification signage, no advertising signage is proposed. • Signage is discussed above under section 4.2.4 and Table 7. • Signage does not comply with some of the detailed DDC controls (eg height of freestanding signs, amount of signage per frontage and façade). However, this is acceptable as the DDC signage controls were written for small lots - the original subdivision plan for the estate envisaged 47 lots and it's now 6 lots. • The amount of signage proposed for this site (18ha) can be accommodated on site. 	Yes/ No
4.6.10 Fences and walls	<ul style="list-style-type: none"> • Black palisade fencing to a height of 2.4m is proposed for the northern and western boundaries. • Black PVC coated chainwire fencing to a height of 2.4m is proposed to the southern and eastern boundaries and to separate the car parking areas from the main area of the site. • Fencing will be located approximately 2m in from the northern, western and southern boundaries, within the landscaped area. The eastern fencing is to the boundary. • The controls state no fencing is to be located within the landscaped setbacks but the intent of the 2m setback, within landscaping will match the fencing location on the adjacent Metcash site. 	Yes/ No
4.6.11 External industrial activities	Storage and loading areas screened by landscaping or incorporated within the warehouse building.	Yes
4.6.12 Safety	Development incorporates the principles of Crime Prevention through Environmental Design.	Yes
4.6.13 Fire construction standards	The site is not located within bushfire prone land.	N/A
4.6.14 Energy efficiency	Energy efficiency measures have been incorporated into the design and will be further investigated at design development stage.	Yes
4.6.15 Water use	Water saving measures have been incorporated into the design and will be further investigated at design development stage.	Yes
4.6.16 Air quality	Air quality statement submitted with the application which raises no issues.	Yes

APPENDIX C GLOSSARY

Ecologically Sustainable Development can be achieved through the implementation of:

- (a) *the precautionary principle - namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:*
 - (i) *careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and*
 - (ii) *an assessment of the risk-weighted consequences of various options,*
- (b) *inter-generational equity—namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,*
- (c) *conservation of biological diversity and ecological integrity—namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,*
- (d) *improved valuation, pricing and incentive mechanisms—namely, that environmental factors should be included in the valuation of assets and services, such as:*
 - (i) *polluter pays—that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,*
 - (ii) *the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,*
 - (iii) *environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.(Cl.7(4) Schedule 2 of the Regulation)*

Objects of the Act

- (a) *to encourage:*
 - (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
 - (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
 - (iii) *the protection, provision and co-ordination of communication and utility services,*
 - (iv) *the provision of land for public purposes,*
 - (v) *the provision and co-ordination of community services and facilities, and*
 - (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
 - (vii) *ecologically sustainable development, and*
 - (viii) *the provision and maintenance of affordable housing, and*
- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.*

Relevant Environmental Planning Instruments.

These are EPIs that are required to be taken into consideration in the assessment of the project under S79C. A detailed evaluation of each is provided at Appendix B.

S79C Evaluation

(1) **Matters for consideration—general**

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

- (a) *the provisions of:*
 - (i) *any environmental planning instrument, and*

- (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and
- (iii) any development control plan, and
- (iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and
- (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and
- (v) any coastal zone management plan (within the meaning of the Coastal Protection Act 1979), that apply to the land to which the development application relates,
- (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,
- (c) the suitability of the site for the development,
- (d) any submissions made in accordance with this Act or the regulations,
- (e) the public interest.

Note. See section 75P (2) (a) for circumstances in which determination of development application to be generally consistent with approved concept plan for a project under Part 3A.

Note. The consent authority is not required to take into consideration the likely impact of the development on biodiversity values if:

- (a) the development is to be carried out on biodiversity certified land (within the meaning of Part 7AA of the Threatened Species Conservation Act 1995), or
 - (b) a biobanking statement has been issued in respect of the development under Part 7A of the Threatened Species Conservation Act 1995.
-