



S96 (1A) Modification

SSD-5746

Main freight Warehouse and Distribution Facility
30-50 Yarrowa Street, Prestons

Lots 101 & 102 DP 1117691 and Lot 2 DP 28729

Prepared by McKenzie Group Planning
November 2013

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Foreword

McKenzie Group Consulting Planning (NSW) has prepared this Section 96(1A) application on behalf of Goodman Property Services (Aust) Pty Ltd. It supports an application to the NSW Department of Planning and Infrastructure relating to the expansion to the Mainfreight Warehouse and Distribution Facility at 30-50 Yarrowa Street, Prestons which was approved under State Significant Development Approval SSD-5746.

The project is a State Significant Development (SSD) under *State Environmental Planning Policy (State and Regional Development) 2011* as the quantity and type of some materials to be stored and handled on the site trigger the definition of a Major Hazard Facility within the meaning of Chapter 6B of the *Occupational Health and Safety Regulation 2001*.

The approved development involved increased warehouse area, storage of dangerous goods, additional loading and unloading facilities, additional office areas, revised site access, parking and landscaping.

The proposed modifications seek to:

1. Amend the floor area referred to within Condition B5 (a) to the correct number. These are expected to accord with the plans (slip rule);
2. Minor increase the quantity of Dangerous Goods that can be stored on the site under Condition B6; and
3. Remove the restriction on heavy vehicle movements (and associated loading/unloading) to enable 24-hour operations as permitted by Condition 27.

This modification is supported by an acoustic report as well as an addendum to the Preliminary Hazard Analysis and remains substantially the same development as that approved under SSD-5746 as it will:

- continue to be operated by Mainfreight for the approved purpose of warehousing and distribution
- not alter the approved building area, landscaping, or parking/access design
- not alter the type of goods to be stored or handled on site;
- not result in any significant environmental impact; and
- maintain consistency with the approved relevant planning provisions.

As the proposed alterations can be undertaken without significant impact favourable consideration to the proposed amendment is requested.

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1. Introduction and Background

McKenzie Group Consulting Planning (NSW) Pty Ltd has prepared this Section 96(1A) application on behalf of Goodman Property Services (Aust) Pty Ltd (Goodman). It supports an application to the NSW Department of Planning and Infrastructure (DoPI) to modify the expansion to the Mainfreight Warehouse and Distribution Facility which was approved under SSD-5746 on 09 August 2013.

A copy of the Approval is provided as **Appendix 1**.

It is proposed that the approved development be modified to:

1. Amend the floor area referred to within Condition B5 (a) to the correct number;
2. Increase the quantity of Dangerous Goods that can be stored on the site under Condition B6; and
3. Remove the restriction on heavy vehicle movements (and associated loading/unloading) to enable 24-hour operations under Condition 27.

2. Site Details

2.1. Location and Description

Land which is the subject of this application is identified as Lots 101 & 102 DP 1117691 and Lot 2 DP 28729, being 30-50 Yarrowa Street, Prestons NSW (**Figure 1**).

The allotments that make up the site are detailed in **Table 1**.

<i>Property Description</i>	<i>Address</i>	<i>Area (approximate)</i>	<i>Road Frontage (approximate)</i>
Lot 101 DP 1117691	50 Yarrowa St, Prestons	4.8ha	242m
Lot 102 DP 1117691	40 Yarrowa St, Prestons	2.0ha	80m
Lot 2 DP 28729	30 Yarrowa St, Prestons	1.6ha	100m
TOTAL		8.4ha	422m

The development area forms part of a larger industrial estate, in which there are three (3) sites (**Figure 2**). At the time of this application, only Site 1 has been developed and accommodates the Mainfreight Distribution Centre. The proposal will seek to expand this facility onto 30-40 Yarrowa Street which lies immediately to the east and is known as Site 2. Site 3 lies to the south of Sites 1 and 2, with frontage to Yarrunga Street, and is subject to a separate application lodged by Southern Logistics.

An aerial photograph of the site is provided as **Figure 3**.

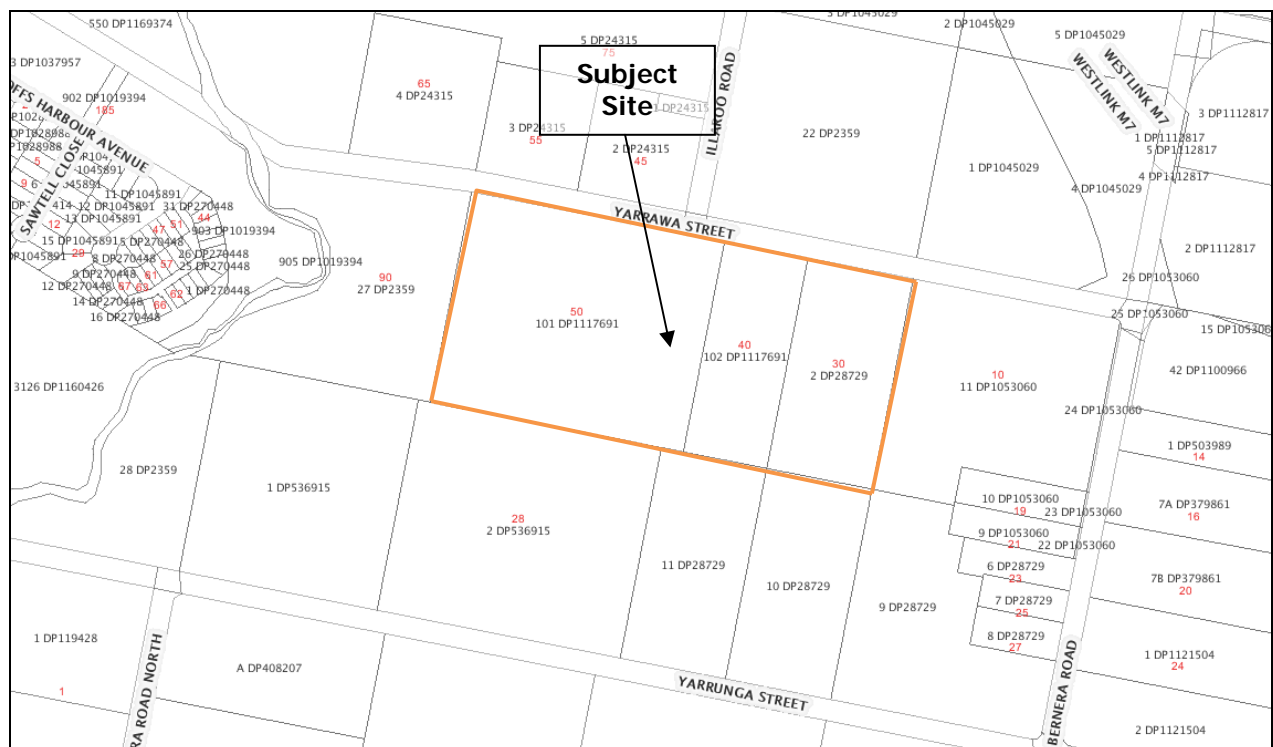


Figure 1. Site Location

(Source: Land and Property Information, 2012)



Figure 2. Aerial Photograph of Subject Site
(Source: Google, 2012)

2.2. Local Context

The site forms part of a larger industrial precinct generally bound by Cabramatta Creek to the west, Hoxton Park Drive to the north, Wonga Road to the east and Kurrajong and Yarrunga Roads to the south.

The industrial precinct was known as the Yarrunga Release Area and covered approximately 227 hectares. In late 2005, Liverpool Council resolved to rezone the release area for industrial purposes. While a number of sites within this industrial precinct are yet to be developed and remain in an agricultural state, there is significant evidence of growth with land in close proximity to the subject site having been developed for warehousing, infrastructure and extractive industry.

While more densely populated residential suburbs are located beyond the boundaries of the industrial precinct, including the emerging suburb of Carnes Hill to the west, pockets of low density rural-residential development remain throughout the precinct including residences located along Bernera Road to the east of the site.

Industrial activities are beginning to dominate the area in response to the connectivity benefits provided by the M7 Motorway corridor and its links to the M5 Motorway only 3 kilometres southeast of the site. The Hume Highway, Camden Valley Drive, Cowpasture Road, Hoxton Park Drive also provide high levels of connectivity locations across the region from the site.

It is noted that full construction of Yarrowa Road from the site east to Bernera Road and upgrade works to the western side of the intersection were undertaken by Goodman as part of the existing Mainfreight facility.

Site 3 of the Goodman Estate adjoins part of the southern boundary of the subject site. A development application has been submitted to Liverpool City Council for the development of this adjoining site as a container storage facility and ancillary warehouse. The infrastructure approved under DA 1636/2012 will support the future development of this facility.

The sites' context is shown in **Figure 3**.

Section 96(1A) Application to SSD-5746
Mainfreight Warehouse and Distribution Facility
30-50 Yarra Street, Prestons

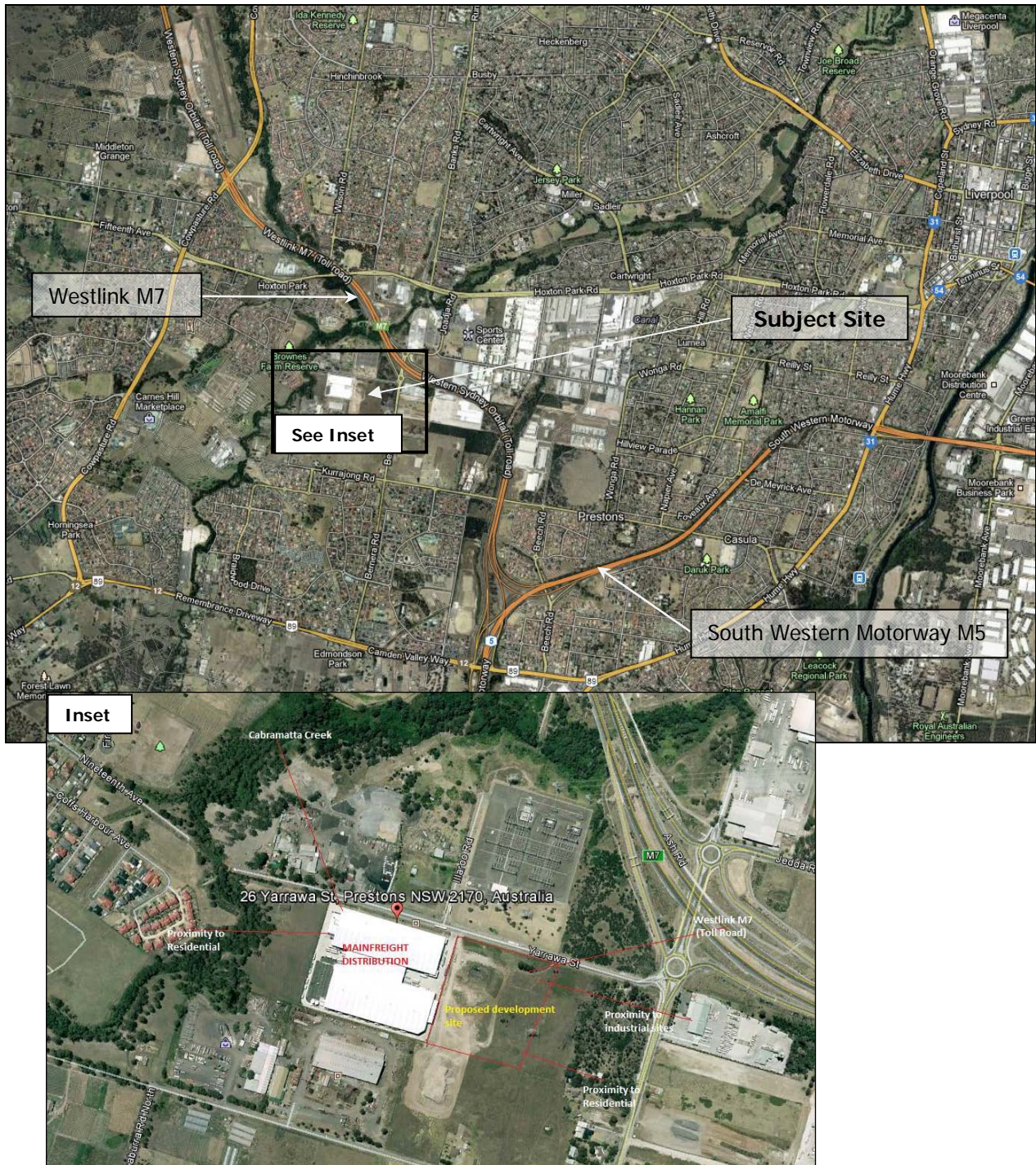


Figure 3. Site Context
 (Source: GoogleMaps and One Group ID, 2013)

3. Proposed Modifications

Pursuant to Section 96(1A) of the *Environmental Planning and Assessment Act 1979*, modification to SSD-5746 is south to the following aspects of the approval:

Floor Area of the Approved Expansion

The floor area referenced under Condition No. B5(a) for the two sheds located on the site is 45,577m²; however, this should be 43,044m².

Dangerous Goods Storage Quantity

It is proposed to increase the quantity of dangerous goods on the site from 380,000kgs as indicated under Conditions B6 to 400,000kgs.

A review of the increase has been undertaken by OneGroup ID (who undertook the Preliminary Hazard Analysis for the original application). The advice is provided at **Appendix 2** and finds that for a total warehouse floor area of 13,250m² this would require a uniform bund height of 24.6 mm. This is 0.5 mm increase over the previous minimum bund height and remains well below the proposed bund height of 50 mm.

The advice concludes:

The increase in the maximum quantity of dangerous goods from 380,000 kg to 400,000 kg stored in the Mainfreight, Prestons warehouse has had negligible effect on the spill containment required or on the effects from a fire in the flammable aerosol storage area (worst case scenario). The existing design continues to provide appropriate risk control strategies to accommodate this increase in DG storage quantity. As such, the conclusions from the PHA remain valid and may be used with confidence, in conjunction with this letter, when making determinations against the requirements of SEPP 33.

24-Hour Truck Operations

The approved hours of operation for the warehouse and office activities are 24-hours, seven (7) days per week. However, heavy vehicle movements (deliveries/loading) are currently restricted to only occur between 5am and 7pm pursuant to Condition No. 27.

This application seeks to remove the restriction under Condition No. 27 to enable heavy vehicles to participate in the 24-hour operations that have been approved for all other activities on the site.

No new activities or land use will be introduced to the site for this period which will complement the 24-hour warehouse/office functions.

The Acoustic Report that was provided with the original application included an analysis of potential sleep disturbance for all operational activities, inclusive of heavy vehicle movements and associated loading/unloading outside the hour approved for these activities. Compliance with the relevant guidelines is achieved given the proximity of the site from sensitive receivers and intervening built form.

A copy of the Acoustic Report is attached at **Appendix 3**.

4. Environmental Assessment

The subject application only relates to the amendment of Conditions B5(a), B6 and 27.

As indicated in the proposed development section above, the proposed modifications do not alter the approved design in any substantial manner as the increased storage of dangerous goods and 24 hour truck movements have been considered and planned for in the existing design and operation. The amendment to condition B5(a) is a correction of an error.

As indicated in the supporting specialist report, no adverse environmental, social or economic impact is expected to result from the proposed modification.

Additionally, the proposed modifications will not cause the development to be inconsistent with the provisions of all relevant State Environmental Planning Policies, or Council's development controls plans.

The development will remain as a positive contribution to employment for the region as well as providing suitable warehousing facilities that support state-significant operations by Mainfreight.

5. Conclusion

The proposed modifications to SSD-5746, involving:

1. Amending the floor area referred to within Condition B5 (a) to the correct number;
2. Increasing the quantity of Dangerous Goods that can be stored on the site under Condition B6; and
3. Removing the restriction on heavy vehicle movements (and associated loading/unloading) to enable 24-hour operations under Condition 27.

can be undertaken without any significant adverse environmental, economic or social impact.

It is therefore recommended that the Department grant development consent to the application, subject to appropriate conditions.

Appendix 1 SSD-5746

Appendix 2 Dangerous Goods Advice

Appendix 3 Acoustic Report