



**SECTION 75W MODIFICATION  
PROJECT APPLICATION (MP 10\_0140)**

**METCASH DISTRIBUTION CENTRE  
HIGH BAY EXTENSION**

**Bungarribee Industrial Estate, Huntingwood West  
Lot 34 DP 1169557**



**November 2012**

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## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>iii</b>
<b>PART A PRELIMINARY .....</b>	<b>1</b>
1.1 INTRODUCTION .....	1
1.2 BACKGROUND .....	1
1.3 METCASH OPERATIONS .....	3
1.4 STRATEGIC PLANNING CONTEXT .....	4
<b>PART B SITE ANALYSIS .....</b>	<b>6</b>
2.1 SITE LOCATION .....	6
2.2 EXISTING SITE CHARACTERISTICS .....	6
2.3 LAND OWNERSHIP .....	8
2.4 SITE CONTEXT .....	9
<b>PART C PROPOSED MODIFICATIONS .....</b>	<b>11</b>
3.1 DESCRIPTION OF THE PROPOSAL .....	11
3.2 PROJECT NEED AND CONSIDERATION OF ALTERNATIVES .....	18
3.3 SUPPORTING DOCUMENTATION .....	19
<b>PART D LEGISLATIVE AND POLICY FRAMEWORK .....</b>	<b>20</b>
4.1 COMMONWEALTH PLANNING CONTEXT .....	20
4.1.1 Commonwealth Environmental Protection and Biodiversity Conservation Act, 1999 .....	20
4.2 STATE PLANNING CONTEXT .....	20
4.2.1 Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulations 2000 .....	20
4.2.2 Threatened Species Conservation Act 1995 .....	20
4.2.3 Protection of the Environment Operations Act 1979 .....	20
4.2.4 Heritage Act 1977 .....	21
4.2.5 State Environmental Planning Policy (Major Development) 2005 .....	21
4.2.6 State Environmental Planning Policy (State and Regional Development) 2011 .....	25
4.2.7 State Environmental Planning Policy (Western Sydney Employment Area) 2009 .....	25
4.2.8 State Environmental Planning Policy (Infrastructure) 2007 .....	25
4.2.9 State Environmental Planning Policy No. 33 – Hazardous and Offensive Development .....	26
4.2.10 State Environmental Planning Policy No. 55 – Remediation of Land .....	27
4.2.11 State Environmental Planning Policy No. 64 – Advertising Structures and Signage .....	28
4.3 REGIONAL PLANNING CONTEXT .....	31
4.3.1 Metropolitan Plan for Sydney 2036 .....	31
4.3.2 Metropolitan Transport Plan .....	33
4.3.3 Draft North-West Subregional Strategy .....	33
4.4 LOCAL PLANNING CONTEXT .....	34
4.4.1 Blacktown Local Environmental Plan 1988 .....	34
4.4.2 Draft Environmental Planning Instruments .....	34
4.4.3 Huntingwood West Development Design Controls .....	34
4.4.4 Blacktown Development Control Plan 2006 .....	46
4.5 PLANNING AGREEMENTS .....	48



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

---

<b>PART E</b>	<b>ENVIRONMENTAL ASSESSMENT .....</b>	<b>49</b>
5.1	STRATEGIC AND STATUTORY CONTEXT .....	49
5.2	INFRASTRUCTURE.....	49
5.3	TRAFFIC, ACCESS AND PARKING .....	49
5.4	NOISE AND VIBRATION .....	50
5.5	SOIL AND WATER .....	51
5.6	URBAN DESIGN AND VISUAL QUALITY.....	52
5.7	SUSTAINABILITY.....	54
5.8	HAZARDS .....	54
5.9	WASTE .....	59

<b>PART F</b>	<b>STATEMENT OF COMMITMENTS .....</b>	<b>61</b>
---------------	---------------------------------------	-----------

<b>PART G</b>	<b>CONCLUSION.....</b>	<b>62</b>
---------------	------------------------	-----------

### APPENDICES

Appendix 1	Project Approval 10_0140
Appendix 2	Architectural Design Statement and Montages
Appendix 3	Architectural Plans
Appendix 4	Landscape Plan
Appendix 5	Dangerous Goods Statement
Appendix 6	Site Audit Statement
Appendix 7	Traffic and Parking Assessment
Appendix 8	Civil Engineering Addendum
Appendix 9	Waste Management Documentation
Appendix 10	Fire Safety Strategy
Appendix 11	Additional Noise Assessment
Appendix 12	Building Code of Australia Assessment Report
Appendix 13	Additional Air Quality Assessment

### TABLES

Table 1	Staging of Proposed Modification
Table 2	Documents and Drawing Schedule
Table 3	SEPP 64 Assessment Criteria
Table 4	Huntingwood West Development Design Controls General Design Controls



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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# EXECUTIVE SUMMARY

McKenzie Group Consulting Planning (NSW) Pty Ltd has been engaged by Goodman Property Services (Aust) Pty Ltd to prepare this modification to Project Approval 10\_0140 to enable the staged construction and use of a high bay warehouse at the southern end of existing Warehouse 1 as well as additional trailer parking area.

The location of the proposed high bay extension was previously approved as Stage 5 warehouse expansion as a continuation of the Warehouse 1 design. The modification includes revised racking layout and minor modification to associated facilities, services and landscaping.

Project Approval 10\_0140 was issued by the former Department of Planning (now Department of Planning and Infrastructure) on 01 February 2011. The Approval provided for a purpose built distribution centre for Metcash Trading Limited on part of Lot 2 and Lot 3 DP1127100 in the Bungaribee Industrial Estate, Huntingwood West. This site, which is located within the Blacktown City Local Government Area, is now identified as Lot 34 DP1169557 (following lot consolidation) and has an area of approximately 18.8ha.

Metcash has three key business segments, namely – IGA Distribution, Campbells Cash & Carry and Australian Liquor Markets. The facility provides for a centralised and consolidated NSW distribution centre for their supply chain solutions. The site was chosen due to its proximity to the M4 and M7 motorways and store locations.

The proposed modifications to the Project Approval are proposed in response to increased demands for more efficient management and delivery of goods. Specifically, the modification seeks to enable a purpose-built 'high bay' warehouse that will require an amendment to the design of approved Warehouse 1 extension.

The proposed modified development remains substantially the same development as that approved under 10\_0140 as it will:

- continue to be operated by Metcash for the approved purpose of warehousing and distribution
- not significantly alter the approved building footprint to Warehouse 1
- not result in any significant environmental impact
- continue to operate 24 hours a day, 365 days a year
- maintain consistency with the approved Huntingwood West Employment Area Concept Plan (MP 06\_0203), Project Approval for subdivision (MP 08\_0055), as well as the Project Approval for estate infrastructure works (MP 08\_0225).

This Section 75W Modification is supported by specialist reports contained in the Appendices in relation to:

- architectural design
- landscaping
- traffic, access and parking
- waste management
- acoustic
- air quality
- Building Code of Australia compliance, and
- fire safety.

The specialist documentation demonstrates that the site is suitable for the proposed modification and that any potential impacts of the project are acceptable. This report also shows that the project is consistent with relevant strategic planning policies, environmental planning instruments.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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# PART A PRELIMINARY

## 1.1 INTRODUCTION

This Modification to Project Approval 10\_0140 under Section 75W of the *Environmental Planning and Assessment Act 1979* has been prepared by McKenzie Group Consulting Planning (NSW) Pty Ltd on behalf of Goodman Property Services.

The proposal seeks to modify to Project Approval 10\_0140 (**Appendix 1**) to enable the staged construction and use of a high bay warehouse at the southern end of existing Warehouse 1. This location was previously approved as Stage 5 warehouse expansion as a continuation of the Warehouse 1 design. The modification includes revised racking layout and minor modification to associated facilities, services and landscaping.

Additional trailer parking is also to be provided in the western portion of the site, adjacent to the southern side of the existing multi-storey car park. This area has been approved as future expansion land.

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.

The facility has been developed to consolidate the Metcash facilities spread throughout Sydney and create a single, centralised hub for warehousing and distribution operations. The demand on the facility has revealed the need for the introduction of a new, advanced system to efficiently manage deliveries and loading in concert with order preparation and storage. As such, a new case warehouse has been specifically design for Metcash's requirements and is to be operated within a purpose-built high bay extension to existing Warehouse 1.

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

This report is arranged as follows:

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

## 1.2 BACKGROUND

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

To enable the employment objectives to be achieved, the then Minister for Planning declared on 15 September 2006 that land within the Huntingwood West Precinct was to be subject to the provisions of Part 3A of the *Environmental Planning and Assessment Act 1979*. On 11 May 2007, the Precinct was gazetted as a State Significant site in Schedule 3 of *State Environmental Planning Policy (Major Development) 2005* and rezoned as IN1 General Industrial.

This new system provided an alternative rezoning process that was designed to facilitate the assessment and implementation of major projects and specific sites which are considered to be of particular





## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

---

significance to the State of New South Wales. Land within the Huntingwood West Precinct was identified as being of significance under this reform due to its potential to provide employment opportunities in close proximity to major road infrastructure.

Since this time, the Bungarabee Industrial Estate has been subject to a number of planning approvals which relate to the subdivision layout and site preparation for the estate. These are described below in order from earliest to most recent.

### ***Concept Plan MP 06\_0203***

Landcom (as the development manager on behalf of the Department of Planning) initially submitted a Concept Plan for subdivision and future employment uses within the Huntingwood West Precinct. Concept Approval was granted on 09 December 2006 (MP 06\_0203) and included:

- 47-lot subdivision for employment generating uses;
- associated roads, services and infrastructure; and
- open space.

Development Design Controls for the Huntingwood West Employment Lands were included as part of the Concept Plan Approval to ensure a high quality urban environment and protection of nearby environmental qualities.

### ***Subdivision Modification MP 08\_0055***

In August 2008, consent for modification to the Concept Plan Approval (MP 08\_0055) was granted to alter the subdivision design to create 6 consolidated 'superlots'. The application related to subdivision design only and did not include any development works or use.

### ***Stage 1 Infrastructure MP 08\_0225 and Modification MP 06\_203 MOD 1***

Project Application for Stage 1 Infrastructure (MP08\_0225) was submitted 04 June 2010. The Infrastructure PA involved the following works:

- Subdivision to create development lots, estate road lots and drainage lots;
- Construction of a new intersection to Great Western Highway and internal estate roads in accordance with the approved Concept Plan and Statement of Commitments;
- Bulk earthworks and stormwater management;
- Estate landscaping and offsite stormwater detention works; and
- Modifications to the development design controls.

Approval for Stage 1 Infrastructure Works (MP 08\_0225) including bulk earthworks, internal roads, estate landscaping and utility infrastructure was issued on 25 January 2011. The approved Stage 1 Infrastructure works have been completed as they relate to the subject land.

Further modification to the Concept Plan Approval to reflect a revised subdivision layout was also included at this stage (MP 06\_203 MOD 1). The modifications relate to design control of future development including setbacks and site cover, and frontage controls.

There is no contributions plan applicable to the land the subject of the development. As such, Conditions of Consent No. 13 and No. 14 of the approval for the Stage 1 Infrastructure requires the proponent to enter into a Voluntary Planning Agreement (VPA) with Blacktown City Council and the Western Sydney Parklands Trust.

The VPA required under this consent is currently being prepared to formalise the commitment to provide the infrastructure works in accordance with the terms of offer made to both parties in Goodman letters dated 17 December 2010.

All relevant parties have agreed, in principle, to the form of the offer. The Applicant will seek to have the VPA executed prior to determination of the DA.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### ***Subdivision Modification MP 08\_0055 MOD 1***

A Modification to MP 08\_0055 was made in February 2011 to establish a subdivision pattern that permits the orderly and economically efficient use of land, namely to provide developable blocks that more appropriately reflect the nature and scale of industrial development of the precinct. The modification facilitated the timely release of employment land to the market and the achievement of employment targets for the Estate.

Approval was granted to modify the subdivision layout approved under MP08\_0055 by:

- Subdividing approved Lot 21 into two (2) allotments being Lot 30 and Lot 31 (completed); and
- Subdividing approved Lot 4 into two (2) allotments being Lot 32 and Lot 33 (completed).

No physical works were proposed as part of the modification and the subject site remained as Part Lot 2 and Lot 3 at this time.

### ***Project Application 10\_0140***

Director General's Requirements were issued for the proposed Metcash Distribution Centre to be located on Lot 3 and part of Lot 2 DP 1127100 (now Lot 34 in DP 1169557). Approval was granted in October 2010 for:

- Staged construction of three (3) warehouse buildings (including fit-out) with ancillary office building and staff amenities (total gross floor area of approximately 103,087m<sup>2</sup> and warehouse height of 13.7 metres);
- Two-level car parking structure for 797 cars;
- Associated hardstand, loading and servicing areas;
- Landscaping; and
- Use of the facility by Metcash.

This development triggered the requirements of State Significant Development under Part 3A as it involved development for the purpose of distribution and storage facilities with a capital investment value in excess of \$30million.

The Metcash facility has been partly constructed with and is operational. Final stages will be completed as Metcash operations require. Consolidation of Part Lot 2 and Lot 3 was undertaken in accordance with the Statement of Commitments of Project Approval 10\_0140 to establish the current property description.

## **1.3 METCASH OPERATIONS**

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 facility at Bungarribee has been constructed to consolidate Metcash's supply chain operations into a single distribution centre. The four facilities that have been combined at the Bungarribee facility require infrastructure that will integrate deliveries, loading, orders, storage and sorting to ensure ongoing adequate stock and efficiency for retail stores. The facility acts as the primary distribution centre servicing all NSW stores.





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### 1.4 STRATEGIC PLANNING CONTEXT

#### ***NSW State Plan***

*NSW 2021: A Plan to Make NSW Number One* was developed by the NSW State Government to set economic, social and environmental directions for NSW. It sets targets, priorities and actions for delivery of services across the State. The strategies outlined in the Plan include:

- *Rebuild the economy*
- *Return quality services*
- *Renovate infrastructure*
- *Strengthen our local environment and communities*
- *Restore accountability to government*

The project is consistent with the following relevant targets and actions in *NSW 2021*:

- Growing business investment
- Targeting and attracting potential international investors into priority sectors
- Deliver programs and project facilitation services to assist individual business investment to proceed in NSW
- Growing GSP with specific industry growth targets
- Increase business confidence
- Increase business innovation
- Reduce travel times

#### ***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 1** below). The Employment Hub is ideally located for the proposed Metcash distribution facility and the project remains a suitable use for this Precinct.

#### ***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 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.

The proposal will not be inconsistent with the role of the Employment Hub.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

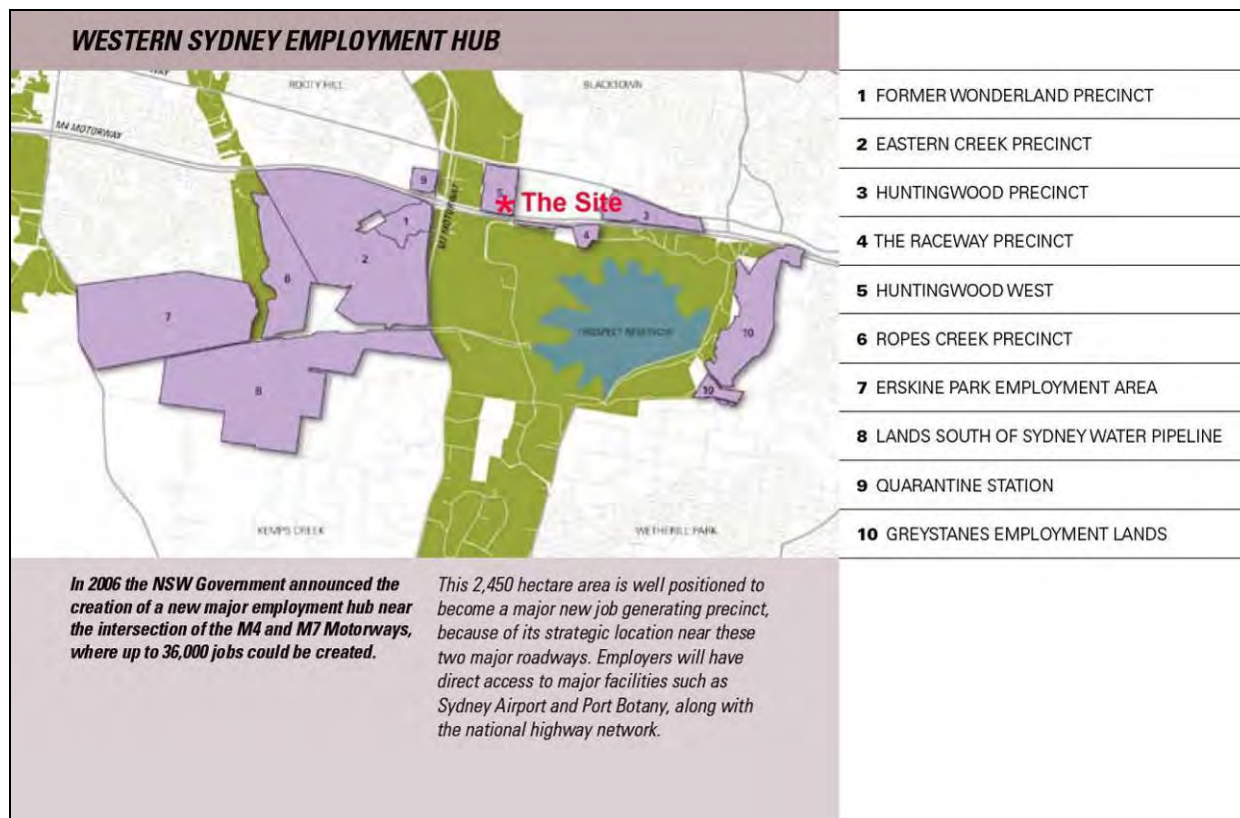


Figure 1 - Western Sydney Employment Hub (Source: NSW Department of Planning, 2007)

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

In May 2009, the then Department of Planning 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.

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.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

# PART B SITE ANALYSIS

## 2.1 SITE LOCATION

This Section 75W Modification relates to land located at the corner of Brabham Drive and Huntingwood Drive, Huntingwood West and forms part of the Bungarribee Industrial Estate located within the Blacktown Local Government Area. The land is identified as Lot 34 in Deposited Plan 1169557 (previously part of Lot 2 and Lot 3 DP 1127100).

The site is approximately 18.8 hectares in area with frontage of approximately 457m along Brabham Drive (east), 392 metres to Huntingwood Drive (north) and 385 metres of frontage to the M4 Motorway (south). The western boundary adjoins land allocated for future industrial development as part of the Bungarribee Industrial Estate and remains undeveloped at the time of application.

The site location is shown in **Figure 2**.



**Figure 2 – Site Location** (Source: NSW Land and Property Information, 2012)

## 2.2 EXISTING SITE CHARACTERISTICS

An aerial photograph of the site, showing the current site characteristics (as at 08 September 2012) is provided as **Figure 3**.

The site currently accommodates a part of the Metcash facility as approved under Project Approval 10\_0140, including:

- Warehouse 1
- Administration and offices
- Multi-storey staff and visitor car park
- Fresh food warehouse
- Perishables warehouse
- Gatehouse
- Ancillary landscaping and hardstand





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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Approved stages 4A, 4B and 5 are undeveloped at the time of application. The approved staging is shown as **Figure 4**.

Access to the site is currently via Huntingwood Drive. No direct vehicular or pedestrian access is provided from Brabham Drive, the Great Western Highway, or the M4 Motorway.

The site is generally flat, with a slight fall from Brabham Drive towards Eastern Creek. Preliminary subsurface investigations were 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.

The site is not identified as flood prone land but is subject to salinity risk (addressed as part of previous applications). The site has also been remediated and been issued with a Site Audit Statement (see Section 4.2.10 below).

The site is not listed as a heritage item and is not located in a conservation area.



Figure 3 – Aerial Photograph (01 November 2012) (Source: NearMap, 2012)



**Section 75W Modification**  
 Project Approval 10\_0140  
 Metcash Distribution Facility, Huntingwood West

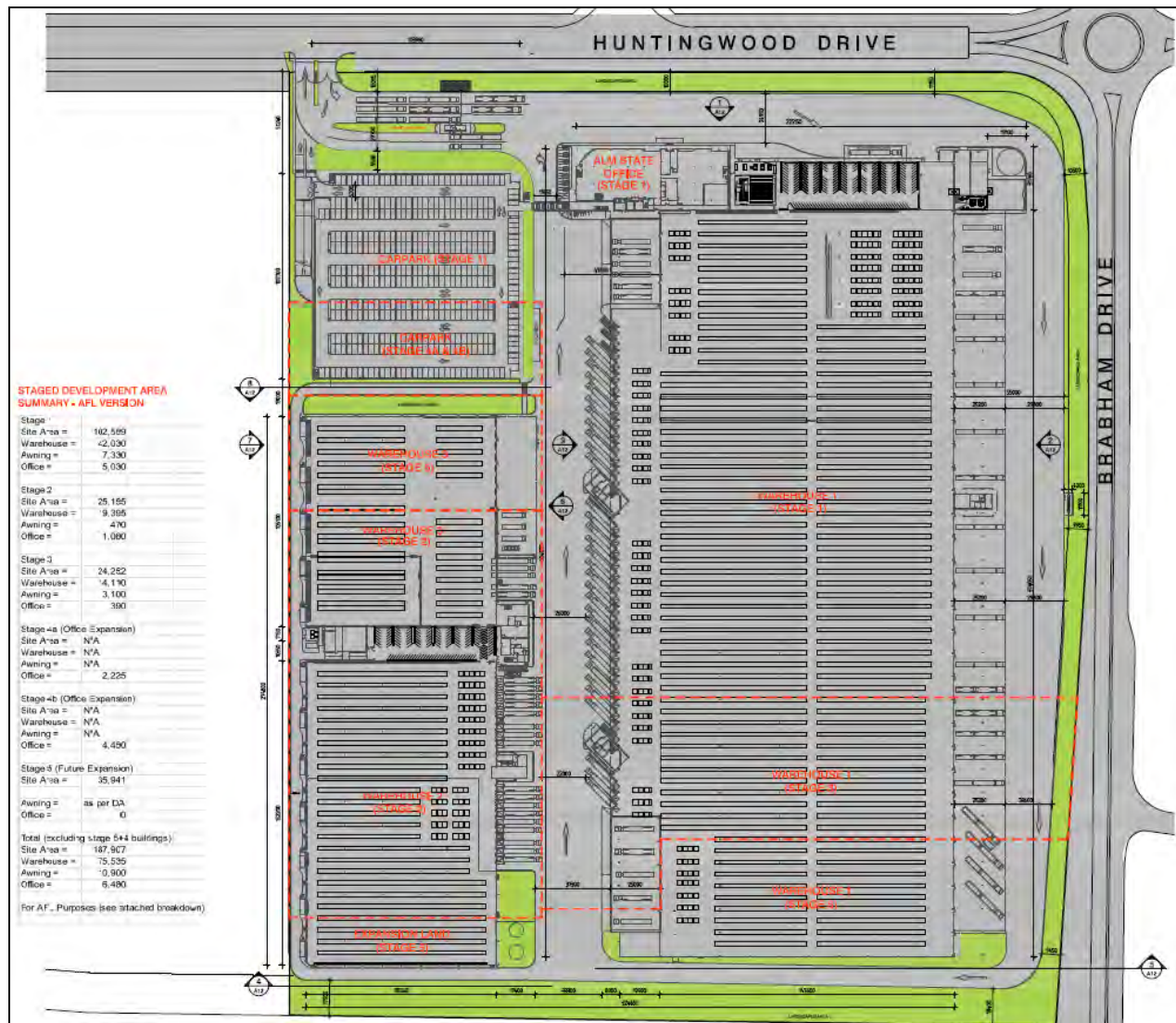


Figure 4 – Approved Development Stages (Source: Grarypuksand, 2010)

## 2.3 LAND OWNERSHIP

The land is owned by The Trust Company Limited.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### 2.4 SITE CONTEXT

The site is located within an area which is predominantly characterised by emerging industrial development upon land previously used for agricultural purposes and forms part of a larger industrial precinct known as the Bungarribee Industrial Estate. The Estate forms one of a number of industrial precincts within the suburb of Eastern Creek, located approximately 35 kilometres west of the Sydney central business district, in the local government area of the City of Blacktown.

The Metcash facility represented the first development to occupy land within the Bungarribee Estate which is bound by the Great Western Highway to the north, Brabham Drive to the east, the M4 West Motorway to the south and the Eastern Creek riparian corridor to the west (**Figure 5**). This location provides a high level of connectivity to destinations across the Greater Sydney Region and transitions into existing industrial land within the suburb of Eastern Creek.

The future character of the locality is anticipated to be of similar industrial/employment lands character. This is evidenced by land on the northern side of Huntingwood which has recently been the subject of a Development Application to Blacktown City Council, by Goodman, for a two-unit warehouse and distribution development and use of one unit by Linfox.

The land west of the site is zoned for future industrial purposes. While a number of these nearby sites have undergone recent development for the provision of infrastructure, many remain in a disturbed but vacant state.

Sites beyond the immediately adjoining land will be similarly developed for industrial purposes and compatible activities. Land at corner of the intersection of the Great Western Highway and Brabham Drive already accommodates existing service station and Beaurepairs automotive repair shop and is currently being developed for a new warehouse facility.

Alternative transport is provided by Rooty Hill and Doonside Stations which are located to the north of the precincts, providing access to the mainline rail system with fairly frequent services. The Blacktown to Arndell Park bus route serves the nearby industrial zone. This route runs adjacent to the site along Brabham Drive.

The locality is best known for the Eastern Creek International Raceway which is located along Brabham Road, south of the site, adjacent to the Prospect Reservoir. The Eastern Creek Waste and Recycling Centre located south of the Raceway also occupy a significant proportion of land within the suburb.

It is noted that a number of developments within close proximity to the subject site demonstrate comprise high bay facilities that are of a similar scale to the proposed development (~30metres in height). These facilities include the Recall, Blum, and Arnott's as indicated on Sheet 3 of the Photo Montages that supporting the Architectural Design Statement at **Appendix 2**.





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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Figure 5 – Local Context (Source: NearMap, 2011)



## PART C PROPOSED MODIFICATIONS

### 3.1 DESCRIPTION OF THE PROPOSAL

This application seeks to modify Project Approval 10\_0140 to enable the construction and use a high bay warehouse at the southern end of existing Warehouse 1. This location was previously approved as Stage 5 warehouse expansion as a continuation of the Warehouse 1 design. The modification includes revised racking layout and minor modification to associated facilities, services and landscaping.

Elements of the proposal are outlined in detail below:

#### ***Demolition***

The proposed modification will involve minor demolition to enable the intended high bay expansion, as follows:

- Removal of existing pre-cast concrete dado panels from southern side facade of Warehouse 1 (to be re-used where possible). Metal wall sheeting above dado wall panels to be retained;
- Remove existing ullage areas from south-west corner of Warehouse 1;
- Part removal of existing awning columns, rafters and sheeting west of existing ullage areas;
- Remove southern fascia of awning along the eastern elevation of Warehouse 1;
- Part removal of kerb on eastern and western side of hardstand located south of Warehouse 1 to allow for increased hardstand.
- Part removal of kerb between multi-storey car park and existing expansion land to allow for nine (9) new trailer parking spaces.

#### ***High bay Warehouse Extension***

A new high bay extension to southern end of existing Warehouse 1 is proposed. The high bay warehouse will replace the Stage 5 expansion of Warehouse 1 approved under Project Approval 10\_0140.

The proposed high bay expansion will be undertaken over three (3) stages. The first stage (Stage 5A) will comprise:

- Warehouse – 8,905m<sup>2</sup>
- Ullage Rooms – 300m<sup>2</sup>
- Elevated Viewing Room – 20m<sup>2</sup>
- IT Room – 19m<sup>2</sup>
- Store Room – 39m<sup>2</sup>
- Awning (western elevation) – 662m<sup>2</sup>

Stage 5B will involve an additional 1,523m<sup>2</sup> of awning off the eastern elevation. No additional warehouse floorspace will be provided in this stage.

Stage 5C will involve the enclosure of the majority of the eastern awning to provide for an addition 1,412m<sup>2</sup> of warehouse floorspace. The total warehouse floorspace proposed under this modification, at the completion of Stage 5C, will be 10,317m<sup>2</sup>. The awning area proposed under this modification will be a total of 773m<sup>2</sup>.

The high bay facility will increase approved height of the warehouse extension from 13.7m to a maximum height of 27.22 metres (roof ridge RL81.22). The awning heights will be 9.4 metres (awning parapet height RL 63.40).

The external appearance of the proposed extension has been distinctively designed to ensure visual breakup of structural features associated with the facility. In addition to variety in setbacks and heights, the design approach minimises the industrial shed appearance of the development through a variety materials and colours.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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Specifically, the design includes:

- Toned pre-cast concrete panels;
- Toned wall cladding; and
- Feature banding.

Opportunities for the materials and finishes are shown in **Figure 6**, as extracted from the Architectural Design Statement at **Appendix 2**.

Awnings integrated into the design are to be provided to ensure all-weather functionality of the facility and provide further articulation to the design.

The proposed layout is shown in:

**Figure 7** – Proposed Amended Site Plan

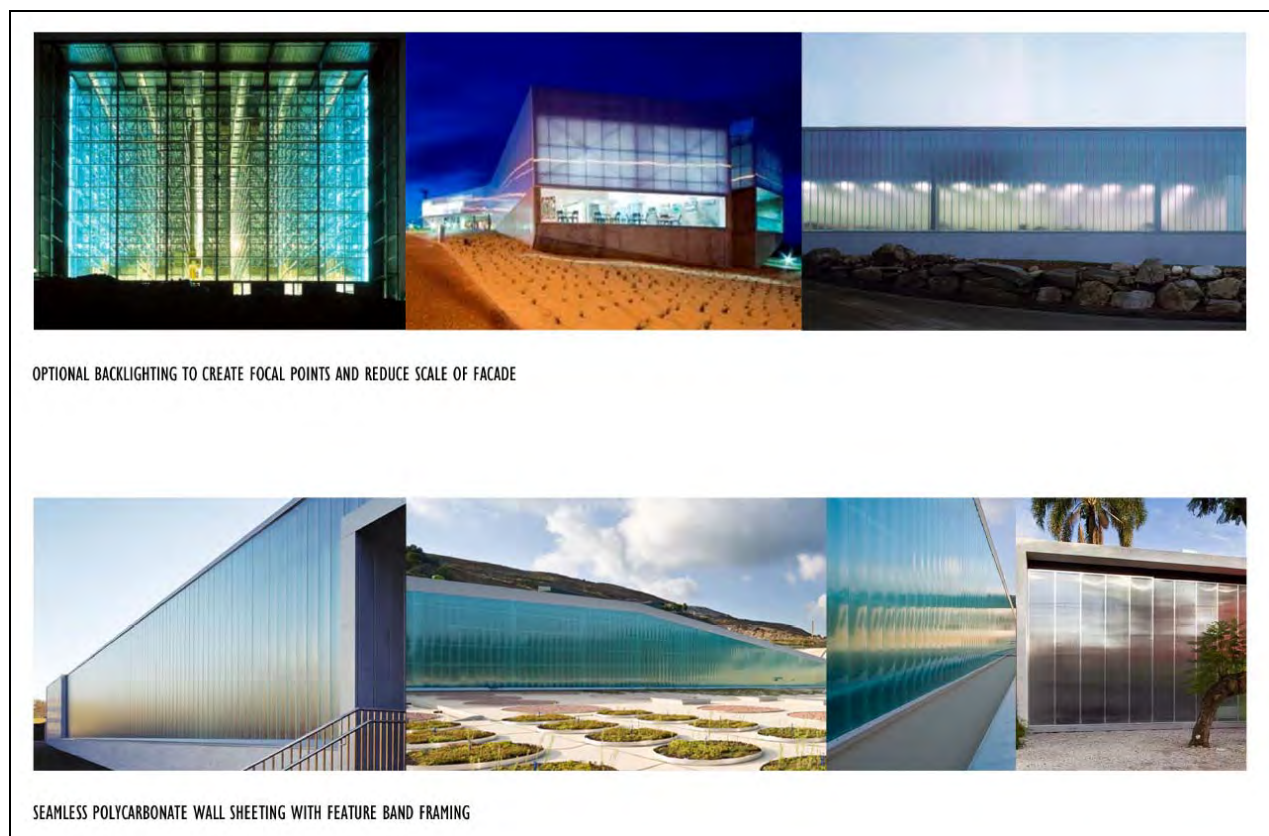
**Figure 8** – Proposed Warehouse Floor Plan – stage 5A

**Figure 9** – Proposed Warehouse Floor Plan – stage 5B

**Figure 10** – Proposed Warehouse Floor Plan – stage 5C

**Figure 11** – Proposed Indicative Racking Layout (Plan and Sections)

Refer to **Appendix 3** for full set of Architectural Plans.



**Figure 6 – Possible Material and Finishes** (Source: Giles Tribe Architects, 2012)





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

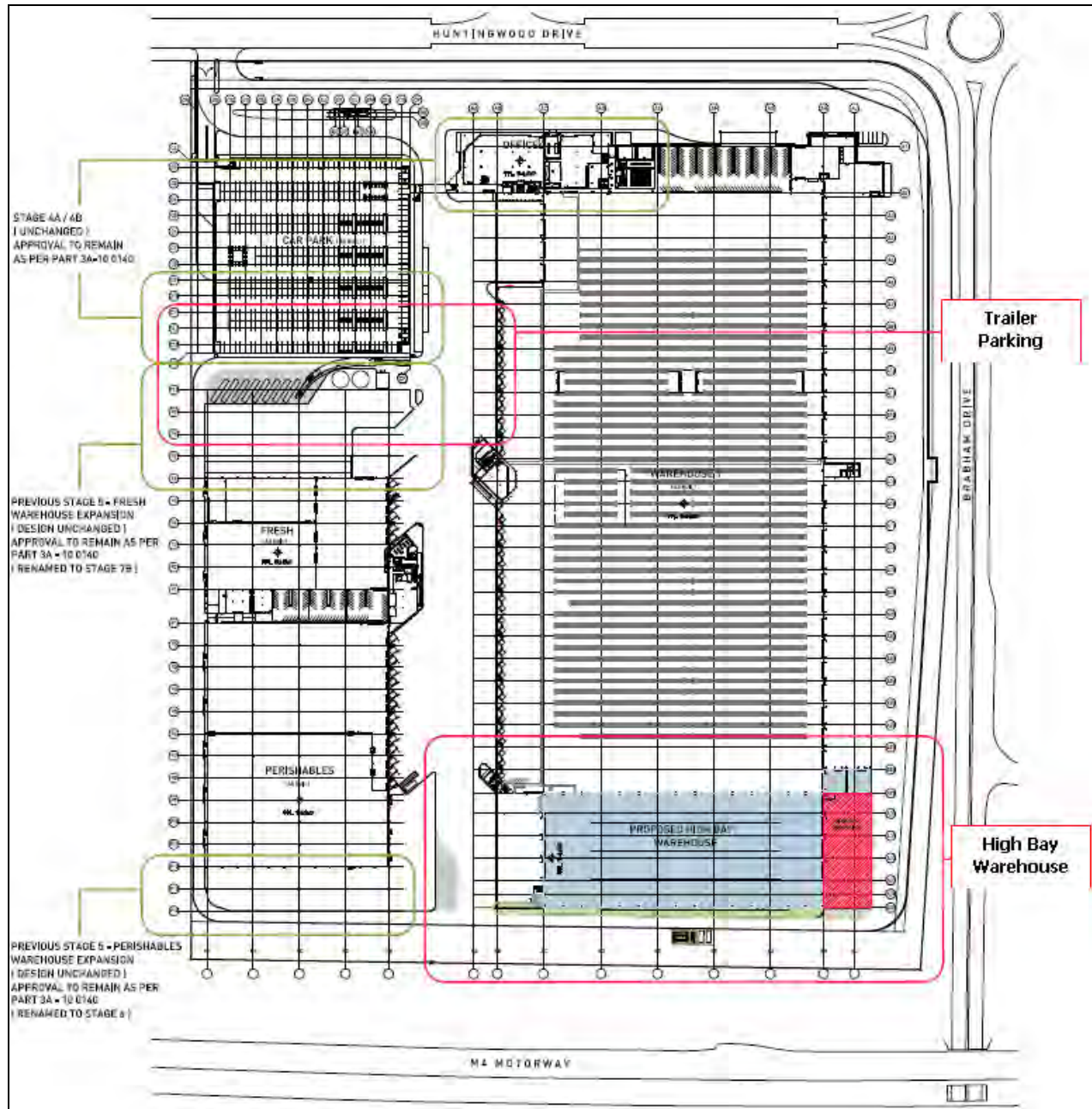


Figure 7 – Proposed Amended Site Plan (Source: Giles Tribe Architects, 2012)



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

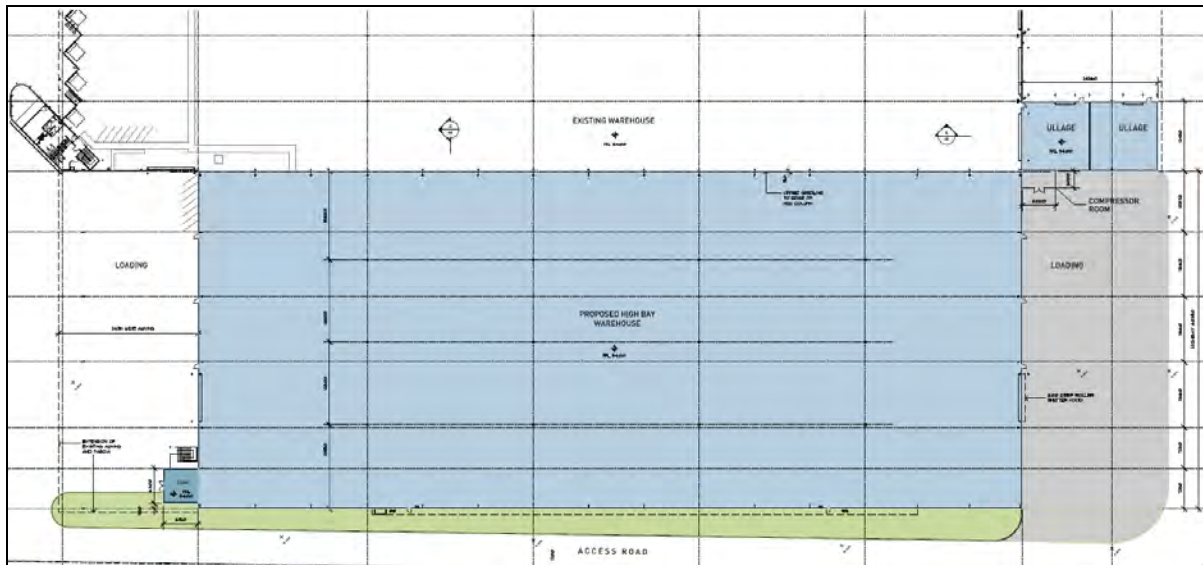


Figure 8 – Proposed Warehouse Floor Plan – Stage 5A (Source: Giles Tribe Architects, 2012)

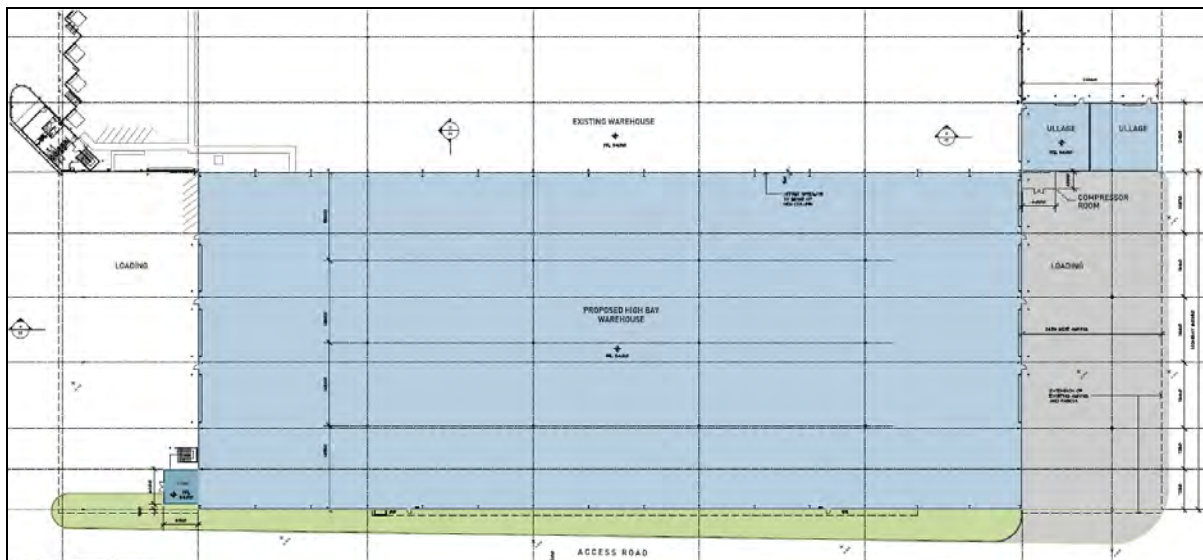


Figure 9 – Proposed Warehouse Floor Plan – Stage 5B (Source: Giles Tribe Architects, 2012)

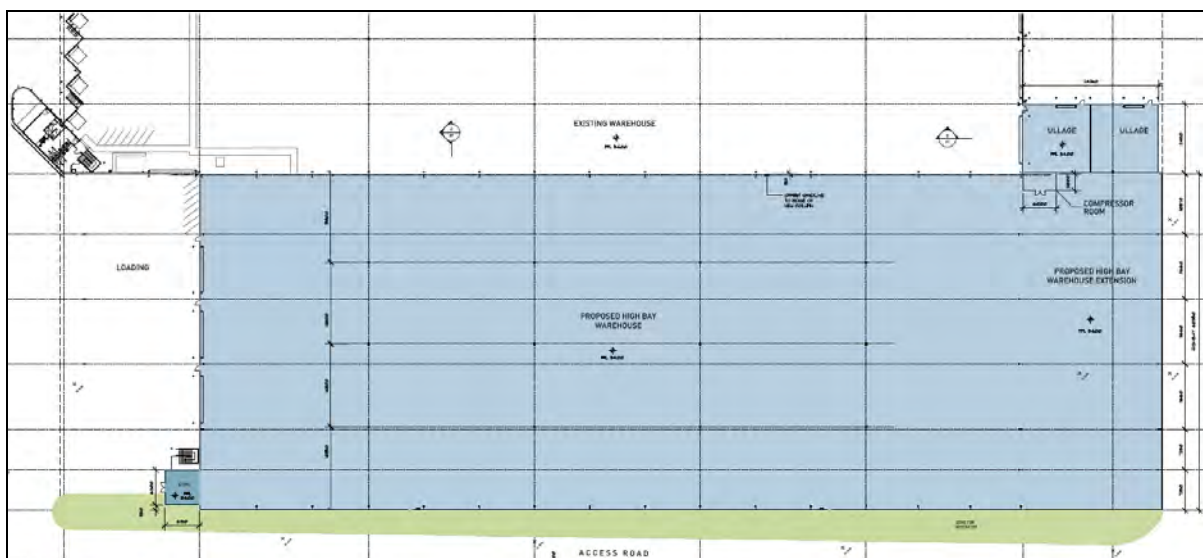


Figure 10 – Proposed Warehouse Floor Plan – Stage 5C (Source: Giles Tribe Architects, 2012)

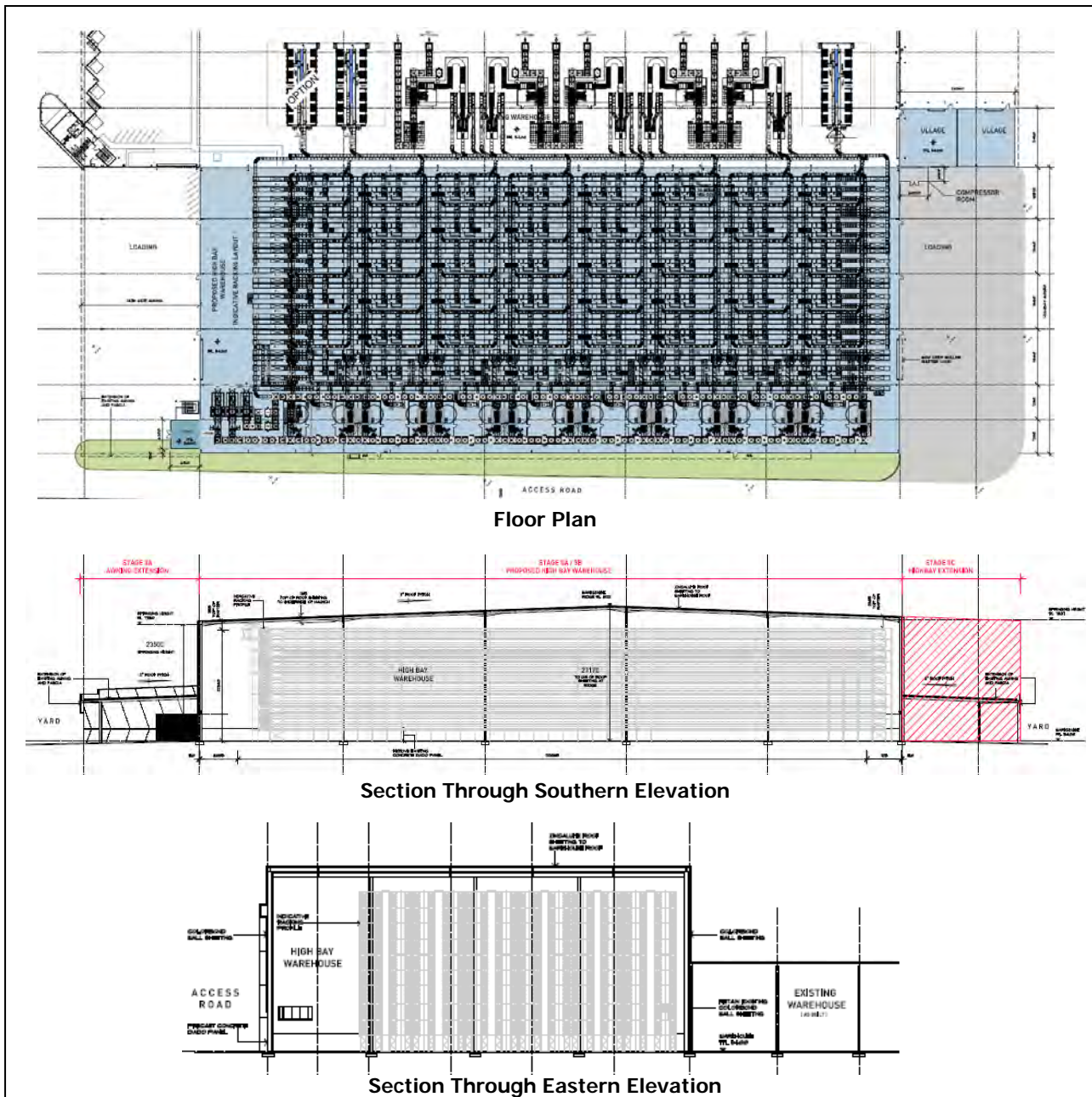




## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West



**Figure 11 – Proposed Indicative Racking Layout Plan and Sections (on Stage 5A warehouse plan)**  
(Source: Giles Tribe Architects, 2012)

### **Land Use**

The proposed extension will be used as a warehouse and distribution facility as approved under Project Approval 10\_0140. However, instead of traditional warehousing methods, the high bay modification will accommodate a state of the art storage and packing system known as a 'case warehouse'.

The case warehouse activities generally involves the processes graphically simplified as outlined in **Figure 12** below. In accordance with the original Project Approval, no retailing is to occur on the site.





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

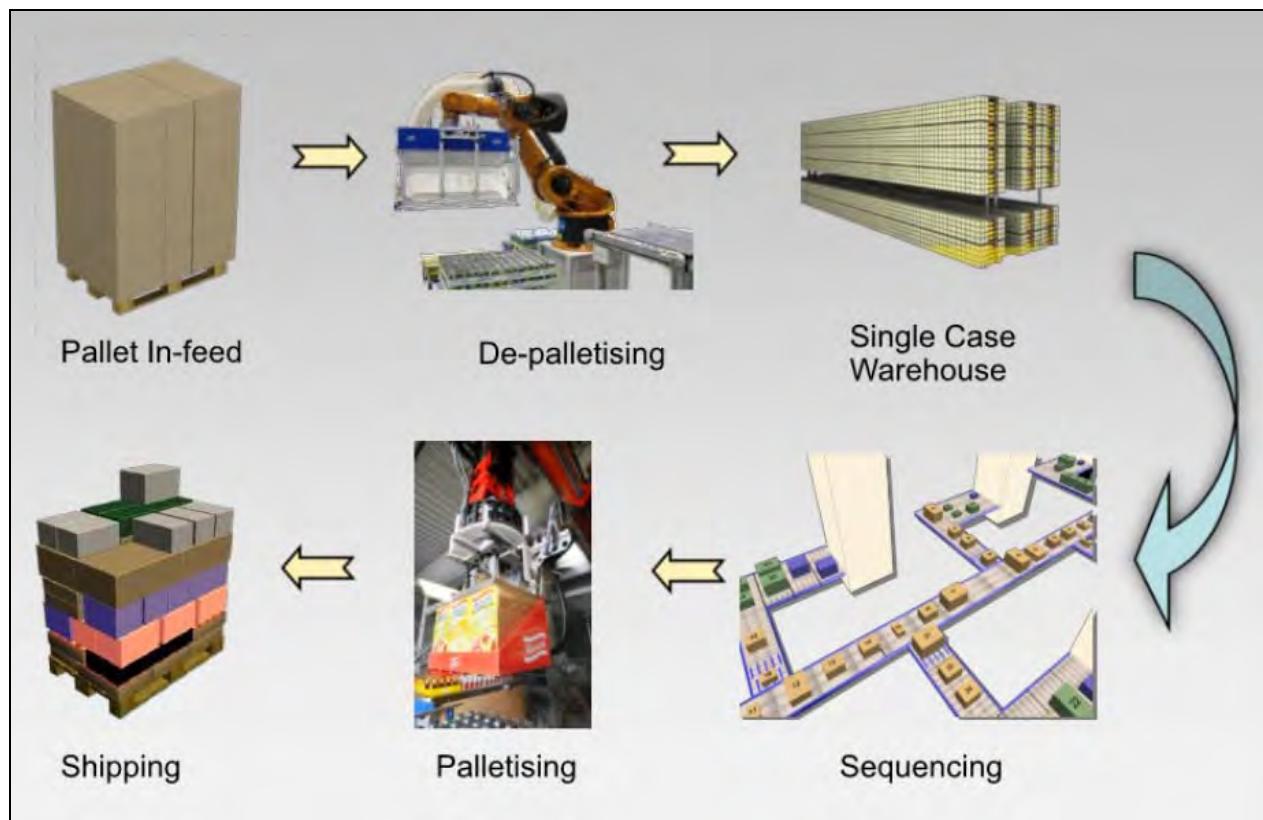


Figure 12 – Case Warehouse Process Flowchart (Source: Metcash, 2012)

### ***Hardstand***

A total of 2,008m<sup>2</sup> of new hardstand area is proposed as part of the modification application. This will be located in the area of the proposed trailer parking as well as on both eastern and western sides of the proposed high bay extension.

Following the last stage of the high bay expansion into the eastern awning area (Stage 5C), almost half of the new hardstand proposed as part of this modification will form part of the high bay warehouse floor.

### ***Landscaping***

Landscaping is proposed to soften the built form from when viewed from Huntingwood Drive, Brabham Drive and the M4 Motorway.

The Landscape Plan prepared by Site Image at **Appendix 4** comprises a mix of trees, shrubs and garden beds including ground covers to provide a variety in scale and visual interest. Heights will range from 0.2 metres to 9 metres upon mature age.

The new landscape treatment will include removal of existing grasslands/vegetation and replacement with an avenue of native tree species. Species selection will remain consistent with the existing planting palette for the estate and the proposed building design.

Specifically, new landscaping is concentrated along the southern frontage facing the M4 Motorway to reduce the overall bulk and scale of the high bay facility when viewed from this major road. The existing landscape buffer provided between the site southern boundary with the M4 and the hardstand area will be maintained, except where the new substation and emergency generator infrastructure results in an encroachment into this buffer. Given the size of the buffer and relative size of the substation/generator, and existing screening by buffer planting, this encroachment is not considered significant.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

### **Services and Utilities**

A new switchroom and substation will be provided south of the proposed high bay warehouse extension, within the landscaped buffer adjoining the M4 Motorway. Vegetation to be impacted will be replaced or relocated to ensure no loss of trees.

The total floor area of the switchroom and substation will be 93m<sup>2</sup>.

Ancillary works to connect the high bay expansion to stormwater, energy, telecommunications and sewer will be undertaken.

### **Signage**

The southern elevation of the high bay warehouse will incorporate both an illuminated Goodman logo and an illuminated Metcash logo.

Additionally, the word 'Bungarribee' will be integrated into the facade treatment by its location along the metal panelling along the southern elevation to provide a sense of place and identify to the Industrial Estate and its setting.

### **Staging**

Approval is sought for the construction of the high bay warehouse extension in three (3) stages as shown in **Table 1**.

**TABLE 1 – Staging of Proposed Modification**

<b>Component</b>	<b>Stage 5A</b>	<b>Stage 5B</b>	<b>Stage 5C</b>	<b>Total at Completion</b>
High Bay Warehouse	8,905m <sup>2</sup>	Nil	+1,412m <sup>2</sup>	10,317m <sup>2</sup>
Ullage Rooms	300m <sup>2</sup>	Nil	Nil	300m <sup>2</sup>
Viewing Room	20m <sup>2</sup>	Nil	Nil	20m <sup>2</sup>
IT Room	12m <sup>2</sup>	Nil	Nil	12m <sup>2</sup>
Store Room	39m <sup>2</sup>	Nil	Nil	39m <sup>2</sup>
Substation / Switchroom	93m <sup>2</sup>	Nil	Nil	93m <sup>2</sup>
<b>TOTAL BUILDING AREA</b>	<b>9,345m<sup>2</sup></b>	<b>Nil</b>	<b>+1,412m<sup>2</sup></b>	<b>10,792m<sup>2</sup></b>
Awning	662m <sup>2</sup>	+1,523m <sup>2</sup>	-1,412m <sup>2</sup>	773m <sup>2</sup>
Hardstand	3,008m <sup>2</sup>	Nil	-1,412m <sup>2</sup>	1,596m <sup>2</sup>
Trailer Parking	9 spaces	Nil	Nil	9 spaces

The proposed modifications do not affect the staging of other approved elements of the site.

The Architectural Plans prepared by Giles Tribe Architects (**Appendix 3**) outline the development of each construction stage.

Landscaping will be provided as appropriate to each stage to achieve the landscape treatment proposed.

### **Staff and Operations**

Approximately nine (9) persons will be involved in the case warehouse maintenance activities for inside and around the High bay Warehouse at any one time. This includes numbers for Metcash operational "fault chasers" who have to attend to machines by exception for low-technical recoveries and replacement of consumables (film wrap, labels etc).

On top of this, there are approximately 4 or 5 fork operators required continuously during operational hours for handling pallets to and from the palletising system; they will drive along and inside western external grids of the case warehouse and to and from the existing warehouse transporting pallets and palletised goods.

The facility will continue to operate 24 hours a day, 7 days a week, 365 days a year as currently approved.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### 3.2 PROJECT NEED AND CONSIDERATION OF ALTERNATIVES

The facility at Bungarribee has been constructed to consolidate Metcash's supply chain operations into a single distribution centre. The four facilities that have been combined at the Bungarribee facility require infrastructure that will integrate deliveries, loading, orders, storage and sorting to ensure ongoing adequate stock and efficiency for retail stores. The facility acts as the primary distribution centre servicing all NSW stores, handling food, liquor and other fast moving consumer goods.

To ensure efficient stock receipt, sorting, storage and deliveries at the site the introduction of the latest technology in warehouse infrastructure is required. Subsequently, a purpose-built structure to accommodate this technology is also required.

Alternative options including smaller warehouse extension and alternative site location were not considered viable due to:

- major limitations to accommodate technology/machinery within existing or approved warehouses
- inefficient time and cost increases
- unviable outcomes of establishing a new facility on another site
- disconnection from recently consolidated activities when undertaken off-site



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

### 3.3 SUPPORTING DOCUMENTATION

Documents and Drawings for the proposal are outlined in **Table 2**.

**TABLE 2 – Documents and Drawing Schedule**

<i>Description</i>	<i>Date/Revision</i>	<i>Author</i>	<i>Appendix No.</i>
Project Approval 10_0140	01 February 2011	Department of Planning	1
Architectural Design Statement and Montages (ref:12051)	Undated	Giles Tribe Architects	2
Cover Sheet and Location Map (DA-01)	C	Giles Tribe Architects	3
Site Plan (DA-02)	C	Giles Tribe Architects	3
Demolition Plan (DA-03)	C	Giles Tribe Architects	3
Warehouse Floor Plan Stage 5A (DA-04)	C	Giles Tribe Architects	3
Warehouse Floor Plan Stage 5B (DA-05)	C	Giles Tribe Architects	3
Warehouse Floor Plan Stage 5B (DA-06)	C	Giles Tribe Architects	3
Indicative Fitout (DA-06a)	A	Giles Tribe Architects	3
Completed Staged Development Site Plan (DA-07)	C	Giles Tribe Architects	3
Warehouse Sections (DA-08)	C	Giles Tribe Architects	3
Elevations (Da-09)	C	Giles Tribe Architects	3
Coloured Elevations & External Finishes 5A/5B (DA-10)	C	Giles Tribe Architects	3
Coloured Elevations & External Finishes 5C (DA-11)	C	Giles Tribe Architects	3
Landscape Plan Cover Sheet (SS10-2226_000)	D	Site Image	4
Landscape Plan (SS10-2226_101)	D	Site Image	4
Landscape Plan Details (SS10-2226_501)	C	Site Image	4
Landscape Plan Plant Schedule (SS10-2226)	07.11.12	Site Image	4
Dangerous Goods Statement	14.11.12	Aecom	5
Site Audit Statement No. SA282	21.02.08	CM Jewell and Associates Pty Ltd	6
Traffic and Parking Assessment (Ref: 13S9001000)	A	GTA Consulting	7
Civil Engineering Addendum Letter (Co9628.03-02.ltr)	22.10.12	Costin Roe	8
Drawing List & General Notes (Co9628.03-DA10)	D	Costin Roe	8
Site Master Plan (Co9628.03-DA15)	E	Costin Roe	8
Erosion and Sediment Control Plan & Details (Co9628.03-DA20)	E	Costin Roe	8
Concept Stormwater Drainage Plan – Stage 5A/5B (Co9628.03-DA40)	D	Costin Roe	8
Concept Stormwater Drainage Plan – Stage 5C (Co9628.03-DA41)	B	Costin Roe	8
Concept Stormwater Drainage Details (Co9628.03-DA45)	D	Costin Roe	8
Finished Levels Plan – Stage 5A/5B (Co9628.03-DA50)	F	Costin Roe	8
Finished Levels Plan – Stage 5C (Co9628.03-DA51)	B	Costin Roe	8
Metcash Safety Work Systems Guidelines SWS No. 3.20 Material & Equipment Disposal	1.0	Metcash	9
APC Annual Report 2012	Final	Metcash	9
Fire Safety Strategy (ref: s121076_FSS_02)	02	RawFire	10
Additional Noise Assessment (ref: 670.10233)	04	SLR Consulting	11
Building Code of Australia Assessment (ref: 100291)	01	Blackett Maguire + Goldsmith	12
Additional Air Quality Assessment (ref: 670.10233)	05	SLR Consulting	13



## PART D LEGISLATIVE AND POLICY FRAMEWORK

This Part assesses and responds to the legislative and policy requirements for the project in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The following current and draft Commonwealth, State, Regional and Local planning controls and policies have been considered in the preparation of this application:

### 4.1 COMMONWEALTH PLANNING CONTEXT

#### 4.1.1 Commonwealth Environmental Protection and Biodiversity Conservation Act, 1999

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.

### 4.2 STATE PLANNING CONTEXT

#### 4.2.1 Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulations 2000

The *Environmental Planning and Assessment Act 1979* (EP&A Act) and its Regulations are the overarching governing document for all development in NSW.

Project Approval 10\_0140 was issued pursuant to Part 3A of the EP&A Act; however, in 2011 the NSW Government repealed Part 3A of the *Environmental Planning and Assessment Act 1979* and announced that it will cease to accept any new projects under the Part 3A assessment system. This system has been replaced by the State Significant Development and Infrastructure assessment systems which commenced on 1 October 2011 (see Section 4.2.5 below).

Despite the legislative amendments, transitional arrangements operate to allow modifications of Part 3A approvals under Section 75W to be made. The subject modification application falls into this category.

#### 4.2.2 Threatened Species Conservation Act 1995

Compliance with the *Threatened Species Conservation Act 1995* (TSC Act) was considered as part of the approved Concept Plan (MP 06\_0203) and the Infrastructure Project Application (MP 08\_0225).

The site has since been cleared and developed.

#### 4.2.3 Protection of the Environment Operations Act 1979

Schedule 1 of the *Protection of the Environment Operations Act 1979* (POEO Act) contains a core list of activities that require a licence before they may be undertaken or carried out.

The approved Metcash facility within the Bungarabee Industrial Estate operates under WorkCover registration that will be adapted to address the proposed modification.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### 4.2.4 Heritage Act 1977

There are no non-indigenous heritage items as defined by the *Heritage Act 1977* on the site.

Areas for Potential Archaeological Deposits (identified within the Heritage Impact Statement prepared by Godden Mackay Logan in August 2006 for the Concept Approval) have been considered within the previous applications across the site including the recent Stage 1 Infrastructure works and are not considered to have any significance to the subject modification.

### 4.2.5 State Environmental Planning Policy (Major Development) 2005

Project Application MP 10\_0140 was originally submitted under the former Part 3A provisions of the EP&A Act as it triggered the thresholds of Schedule 1 of *State Environmental Planning Policy (Major Development) 2005* (Major Development SEPP), being development for a storage or distribution centre with a capital investment value of more than \$30million.

The Major Development SEPP has since undergone extensive reform since the recent repeal of Part 3A of the EP&A Act. While certain classes of development have been removed from being subject to assessment by the Minister for Planning, Clause 7 of the Major Development SEPP remains operational and states:

#### ***State significant sites***

- (1) Schedule 3 describes State significant sites.*
- (2) The provisions in Schedule 3 relating to the carrying out of development on a State significant site have effect.*

Following an order published by the then Minister for Planning in the Government Gazette on 15 September 2006, the subject site was included within land listed under Part 9 of Schedule 3 and known as the 'Huntingwood West Precinct'. A copy of the map identifying this area is provided as **Figure 13**.

The relevant provisions of the Major Development SEPP are addressed as follows:

#### ***Major Development SEPP Aims***

The current aims of the Major Development SEPP are:

- (a), (b) (Repealed)*
- (c) to facilitate the development, redevelopment or protection of important urban, coastal and regional sites of economic, environmental or social significance to the State so as to facilitate the orderly use, development or conservation of those State significant sites for the benefit of the State,*
- (d) to facilitate service delivery outcomes for a range of public services and to provide for the development of major sites for a public purpose or redevelopment of major sites no longer appropriate or suitable for public purposes.*
- (e), (f) (Repealed)*

The proposal is consistent with the remaining objectives of the Major Development SEPP as it continues development of an industrial precinct originally approved under Part 3A for the purpose of employment generating activities.

Division 3 of Part 9 to Schedule 3 outlines the provisions relating to development within the Huntingwood West Precinct, and applies whether or not the development is a transitional Part 3A project. These provisions are addressed below:





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

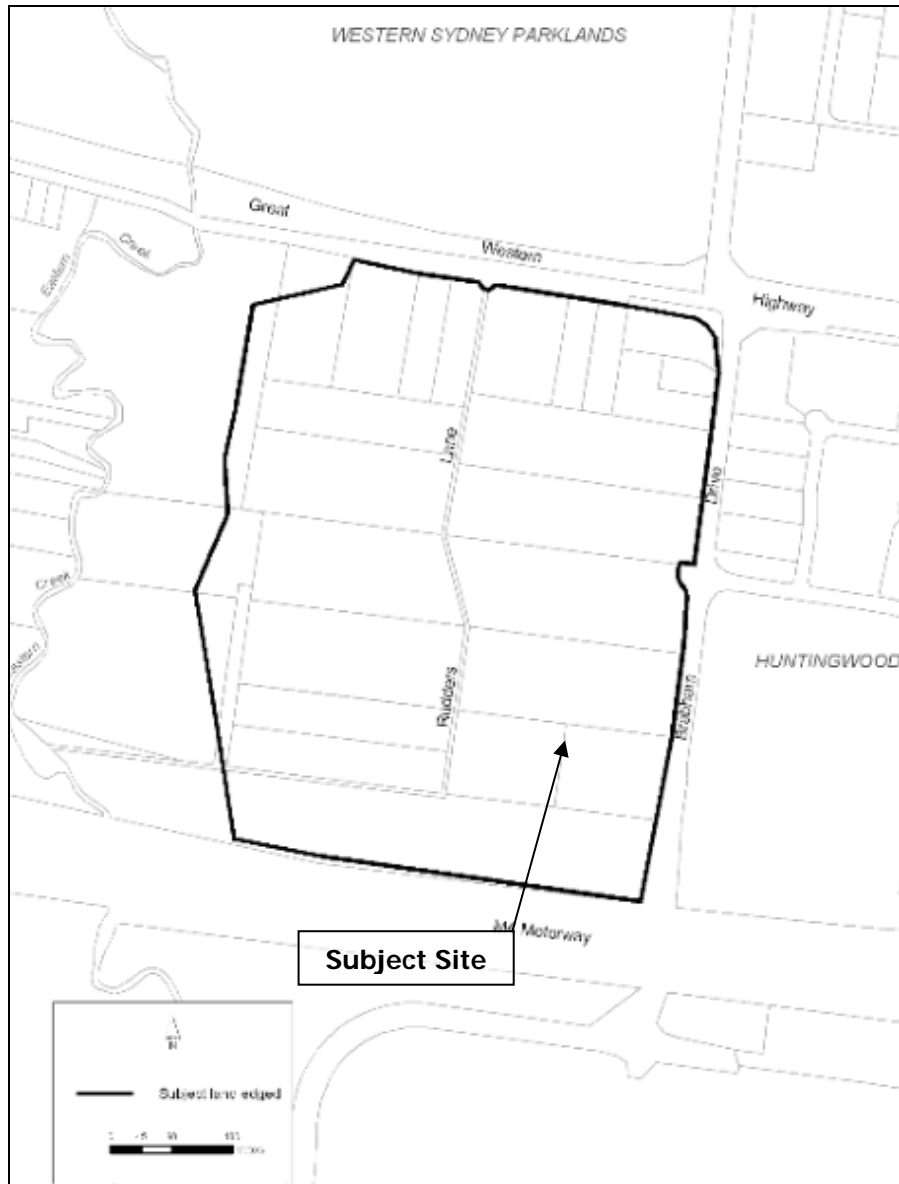


Figure 13 - SEPP (Major Development) 2005 - Huntingwood West Precinct (Source: NSW Department of Planning, 2006)

### Zoning and Permissibility

Land within the Huntingwood West Precinct is within Zone IN1 General Industrial under the Major Development SEPP. The objectives of Zone IN1 General Industrial under the SEPP are:

- (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.

The proposal is consistent with the stated aims of the Employment Area SEPP as it provides for increased employment as an extension to the approved warehouse and distribution facility without significant environmental impact. Warehouse or distribution centres are permissible on land zoned IN1 General Industrial, with development consent.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### **Subdivision**

No subdivision is proposed.

### **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*
- (b) a variety of materials and external finishes for the external facades are incorporated, and*
- (c) high quality landscaping is provided, and*
- (d) the scale and character of the development is compatible with other employment-generating development in the Huntingwood West Precinct.*

The proposal is consistent with the design considerations under the Major Development SEPP as it provides a facility that has been specifically designed to take into account the existing site characteristics, with particular attention given to:

- integrated with existing development
- providing a range of materials and finishes that reduced the perceived bulk and scale of the structure including pre-cast concrete, metal cladding, glazing, and louvers;
- landscaping treatment that will soften the built environment and assist in environmental management

The design has been supported, in principle, by the NSW Department of Planning Design Review Panel on 09 November 2012.

### **Height of Buildings**

No maximum building height is applied to the Huntingwood West Precinct. Instead, the consent authority must be satisfied that building heights will not adversely impact on the amenity of adjacent residential areas, taking site topography into consideration.

The maximum height of the proposed high bay warehouse will be 27.22 metres, an increase of 13.52 metres from the approved height of 13.7 metres.

No impact on any residential development will occur as a result of the proposed building heights.

The proposed high bay design is compatible with the precedents established on various sites within the locality, including the Recall, Blum and Arnott's facilities. Unlike these examples, which are around 30-metres in height, the proposed Metcash high bay development has been specifically design with horizontal elements to reduce the perceived height of the structure and provide visual interest. A comparison between the proposed design and the precedent high bay Warehouses is shown in **Figure 14** below.

It is also noted that the road level of the M4 Motorway is approximately 3.5 metres higher than the subject site reducing the perceived building height from passing vehicles.

### **Public Utility Infrastructure**

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.

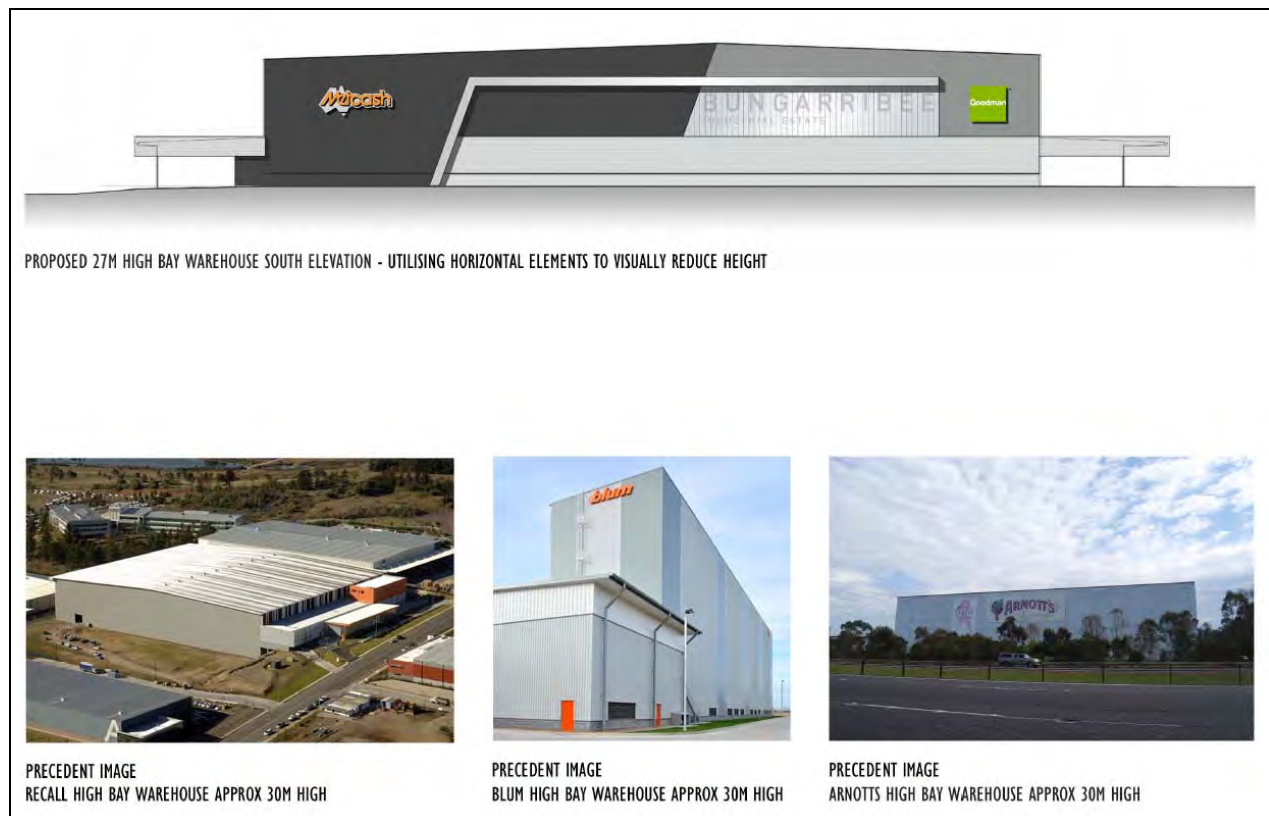
Stage 1 Infrastructure works have been approved for the entire Bungarribee Industrial Estate and completed for the portion of the estate to be development under this application. The existing Metcash facility has adequate utility provision.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West



**Figure 14 – Proposed Metcash high bay Warehouse High and Precedent Development** (Source: NSW Giles Tribe, 2012)

### Miscellaneous

To provide clarity around the instruments that apply to the Huntingwood West Precinct, Part 9 in Schedule 3 of the Major Development SEPP includes the following Clause:

#### **14 Relationship with other environmental planning instruments**

- (1) *This Policy and all other State environmental planning policies apply, according to their terms, to land within the Huntingwood West Precinct.*
- (2) *Blacktown Local Environmental Plan 1988 does not apply to land within the Huntingwood West Precinct.*

The relevant instruments are addressed in the Sections below.

### Consent Authority

As the project can be defined as a transitional Part 3A project, the Minister for Planning (or delegated approval body) is the consent authority for the proposed modification.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

### 4.2.6 State Environmental Planning Policy (State and Regional Development) 2011

Proposals involving activities that are listed in Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* are declared to be State Significant Development (SSD) under the new framework introduced in October 2011.

Clause 12 under Schedule 1 lists the following development:

#### **12 Warehouses or distribution centres**

- (1) *Development that has a capital investment value of more than \$50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation*

As the proposal does not have a capital investment value in excess of \$50 million, the proposal is not State Significant Development under this instrument.

### 4.2.7 State Environmental Planning Policy (Western Sydney Employment Area) 2009

The site is not included within an area which forms part of the Western Sydney Employment Area under the provisions of *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (Figure 15).

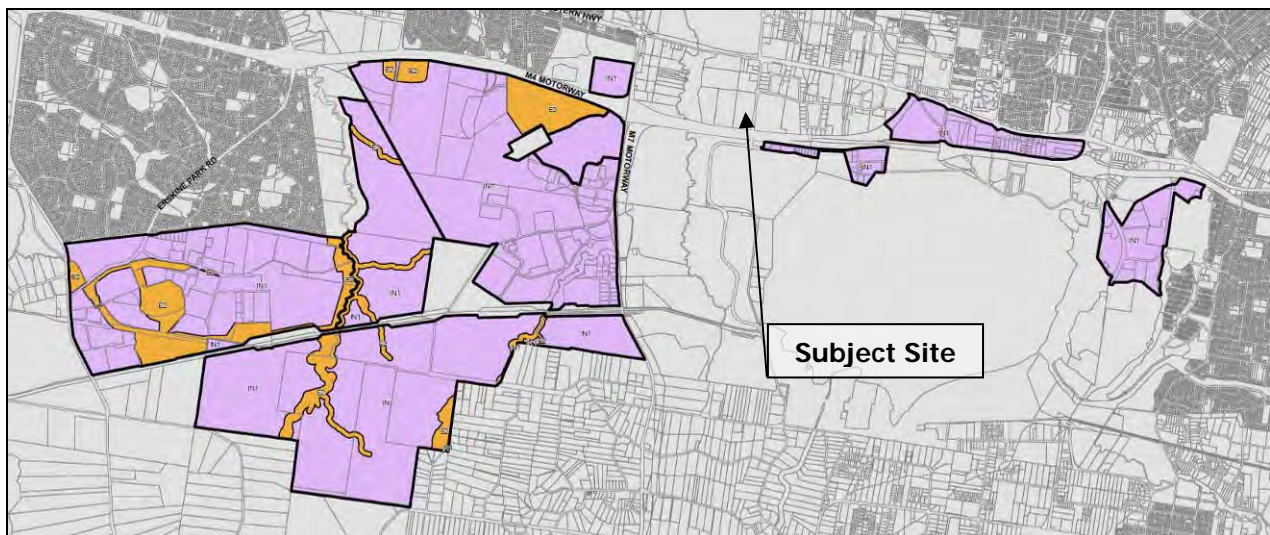


Figure 15 - State Environmental Planning Policy (Western Sydney Employment Area) 2009 Zoning Map  
(Source: NSW Department of Planning, 2009)

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

#### **Traffic Generating Development**

Among other functions, State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP) repeals the former *State Environmental Planning Policy No. 11 – Traffic Generating Development* and provides for certain proposals, known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (RMS) (formally the Roads and Traffic Authority) for concurrence.

Referral may be required for the erection of new premises, or the enlargement or extension of existing premises where their size or capacity satisfy certain thresholds. Schedule 3 lists the types of development that are defined as Traffic Generating Development.





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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The referral thresholds for 'Industry' development are:

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

The proposed modification does not required referral to the Roads and Maritime Services as the development does not exceed 20,000m<sup>2</sup> and does not have access within 90 metres of a classified road (it is noted that Brabham Drive is not classified as Highway, Main Road, Secondary Road or Tourist Road under the *Roads Act 1993*).

### **Development Controls**

Part 3 of the Infrastructure SEPP provides a number of development controls for specific development. The proposed modifications do not include any development that is subject to the development controls under this Part of the Infrastructure SEPP.

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

*State Environmental Planning Policy No. 33 – Hazardous and Offensive Development* (SEPP 33) provides definitions for hazardous and offensive development as well as potentially hazardous and offensive development and outlines the items that a consent authority must consider to assess whether the development is hazardous or offensive.

The aims of SEPP 33 are:

- (a) to amend the definitions of hazardous and offensive industries where used in environmental planning instruments, and*
- (b) to render ineffective a provision of any environmental planning instrument that prohibits development for the purpose of a storage facility on the ground that the facility is hazardous or offensive if it is not a hazardous or offensive storage establishment as defined in this Policy, and*
- (c) to require development consent for hazardous or offensive development proposed to be carried out in the Western Division, and*
- (d) to ensure that in determining whether a development is a hazardous or offensive industry, any measures proposed to be employed to reduce the impact of the development are taken into account, and*
- (e) to ensure that in considering any application to carry out potentially hazardous or offensive development, the consent authority has sufficient information to assess whether the development is hazardous or offensive and to impose conditions to reduce or minimise any adverse impact, and*
- (f) to require the advertising of applications to carry out any such development.*

Clause 3 of SEPP 33 states:

***potentially hazardous industry*** means a development for the purposes of any industry which, if the development were to operate without employing any measures (including, for example, isolation from existing or likely future development on other land) to reduce or minimise its impact in the locality or on the existing or likely future development on other land, would pose a significant risk in relation to the locality:

- (a) to human health, life or property, or*
- (b) to the biophysical environment,*

*and includes a hazardous industry and a hazardous storage establishment.*



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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The original warehouse and distribution facility included approval for the storage and handling of dangerous goods, with the facility currently operating under registration from WorkCover. No additional or increased quantity of dangerous goods is to be stored or handled within the proposed high bay expansion.

While existing dangerous goods will be integrated into the operations to be undertaken within the proposed high bay component, all procedures and design are compliant with the relevant Workplace Health and Safety Regulation provisions. See Aecom Dangerous Goods Statement at **Appendix 5**.

### 4.2.10 State Environmental Planning Policy No. 55 – Remediation of Land

Under the provisions of *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55), where a development application is made concerning land that is contaminated, the consent authority must not grant consent unless:

- (a) *it has considered whether the land is contaminated, and*
- (b) *if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) *if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

Information on contamination/remediation extracted from the Project Application for Stage 1 Infrastructure reveals that 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 Guidelines were exceeded in the samples analysed for any of the contaminants of concern, indicating that the site is suitable for the proposed land-use with respect to organic and inorganic contaminants.

While localised asbestos contamination was identified during the assessment, remediation works in accordance with a Remediation Action Plan (RAP), were subsequently conducted and on 20 February 2008. A Site Audit Statement was then issued by CM Jewell and Associates Pty Ltd (**Appendix 6**) 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.*





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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*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.*

### 4.2.11 State Environmental Planning Policy No. 64 – Advertising Structures and Signage

SEPP 64 applies to all signage:

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

The proposal involves the erection of three (3) signs, including:

- One (1) Metcash Business Identification Sign;
- One (1) Goodman Site Owner Sign; and
- One (1) painted wall sign featuring the suburb name “Bungarribee” as an integrated elements to the facade treatment

All signs will be located on the southern facade.

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

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

These matters are addressed below.

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

*SEPP 64 aims:*

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

The signage will be located within the Bungarribee Industrial Estate which is characterised by development exhibiting signage of a similar scale and design to the proposed development.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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

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

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

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

While the site adjoins the M4 Motorway to the south, the signage is significantly removed from this major road, with landscaping providing a physical and visual barrier to the proposed facility.

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

### Assessment Criteria

The assessment criteria under Schedule 1 of the SEPP are addressed in **Table 3** and demonstrate the proposed signs are acceptable in terms of impacts.

**Table 3 - SEPP 64 Assessment Criteria**

Criteria	Proposal Compliance
<b>1 Character of the area</b>	
<i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i>	Yes, the proposal will be undertaken within the Bungarribee Industrial Estate which is envisaged for development with similar signage as well as advertisements for a variety of purposes. A number of existing facilities within the site as well as on adjoining land have erected signage of similar scale and type.
<i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	Yes, as above.
<b>2 Special areas</b>	
<i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i>	No. The site is not close to heritage items or other sensitive receptors.
<b>3 Views and vistas</b>	
<i>Does the proposal obscure or compromise important views?</i>	No, the building on which the proposed signage will be positioned is located within an area earmarked for industrial development. The signage will not dominate the views toward the development from the M4 Motorway.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

<i>Does the proposal dominate the skyline and reduce the quality of vistas?</i>	No, the proposed signage is located on only one elevation, below the ridge height of the structure. The signage is considered to be of a reasonable scale and location for the proposed high bay building and will not be dominant on the skyline.
<i>Does the proposal respect the viewing rights of other advertisers?</i>	Yes, the signage will be restricted to one elevation and will not obstruct viewing of other signage.
<b>4 Streetscape, setting or landscape</b>	
<i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i>	Yes, the signage is appropriate for the setting provided on the site and the location of the site within the industrial precinct.
<i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i>	Yes, the signs are to be used to provide an identity to a building, and identifying the tenant as well as the locality.
<i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i>	No signage for other purposes is located at the upper levels of this building. Only three (3) signs are proposed.
<i>Does the proposal screen unsightliness?</i>	No, the signage is not used as a visual screen or filter but adds to the articulation of the built form.
<i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	No, the signage will not be dominant on the skyline. It will be located below the roof level.
<i>Does the proposal require ongoing vegetation management?</i>	No.
<b>5 Site and building</b>	
<i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i>	Yes, the sign is of suitable scale and design for its intended purpose. The signage will only occupy a small proportion of the southern building façade.
<i>Does the proposal respect important features of the site or building, or both?</i>	The sign will not be the dominant visual feature of the building and will remain below the roof line.
<i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	Yes, the signage is logically positioned to identify the building to develop its profile, identify its tenant and sense of place for the locality.
<b>6 Associated devices and logos with advertisements and advertising structures</b>	
<i>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</i>	No devices are required.
<b>7 Illumination</b>	
<i>Would illumination result in unacceptable glare?</i>	The Metcash and Goodman signs will be illuminated.
<i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i>	The signage will not be flashing or moving.
<i>Would illumination detract from the amenity of any residence or other form of accommodation?</i>	No sensitive receptors adjoin the site.
<i>Is the illumination subject to a curfew?</i>	Council will determine any appropriate curfew at the consent stage.
<i>Can the intensity of the illumination be adjusted, if necessary?</i>	The signage can be designed to alter or terminate illuminated where required.
<b>8 Safety</b>	
<i>Would the proposal reduce the safety for any public road?</i>	The signs will not be positioned to cause any hazard for any road.
<i>Would the proposal reduce the safety for pedestrians or bicyclists?</i>	The signs are to be located on the building façade and are not considered to reduce safety for pedestrians or bicyclists.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

<i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i>	The sign will not cause disruption of any sightlines from public areas.
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Based on the above, the proposal is considered consistent with the provisions of SEPP 64.

### 4.3 REGIONAL PLANNING CONTEXT

#### 4.3.1 Metropolitan Plan for Sydney 2036

In December 2005 the NSW Government launched City of Cities – A Plan for Sydney's Future. In December 2010 the Strategy was updated and integrated with the Metropolitan Transport Plan to deliver a new 25 year Metropolitan Plan for Sydney 2036 (the Metro Strategy). The Metro Strategy focuses on building the role of cities across the metropolitan area through integrating transport and land use planning, concentrating growth in centres to improve access to jobs, facilities and services and includes the following aims:

- *Mitigate and adapt to the impacts of climate change;*
- *Integrate infrastructure, particularly transport, with land uses as part of managing growth, city efficiency and sustainability;*
- *Strengthen governance, monitoring and implementation arrangements to secure delivery of outcomes;*
- *Address the Federal Government's new national criteria to improve capital city planning for all States and Territories, and*
- *Respond to the challenges of Sydney's faster than previously expected population growth.*

This project supports the Metropolitan Plan for Sydney 2036 by providing industry jobs and facilitating storage and distribution services for the region. The proposal is suitable for the location and is compatible with the intended future industrial context of the locality. The site is also within the Strategic Employment Lands in the Metropolitan Region as indicated in **Figure 16**.

The Metro Strategy specifically identifies the need to protect and enhance employment lands in the Huntingwood West Precinct as part of the Western Sydney Employment Hub – a precinct containing 1,500 hectares of zoned industrial land with the potential to generate over 1,000 hectares of additional employment land (**Figure 17**). The proposal is consistent with the aim of providing the job target for the Employment Hub.





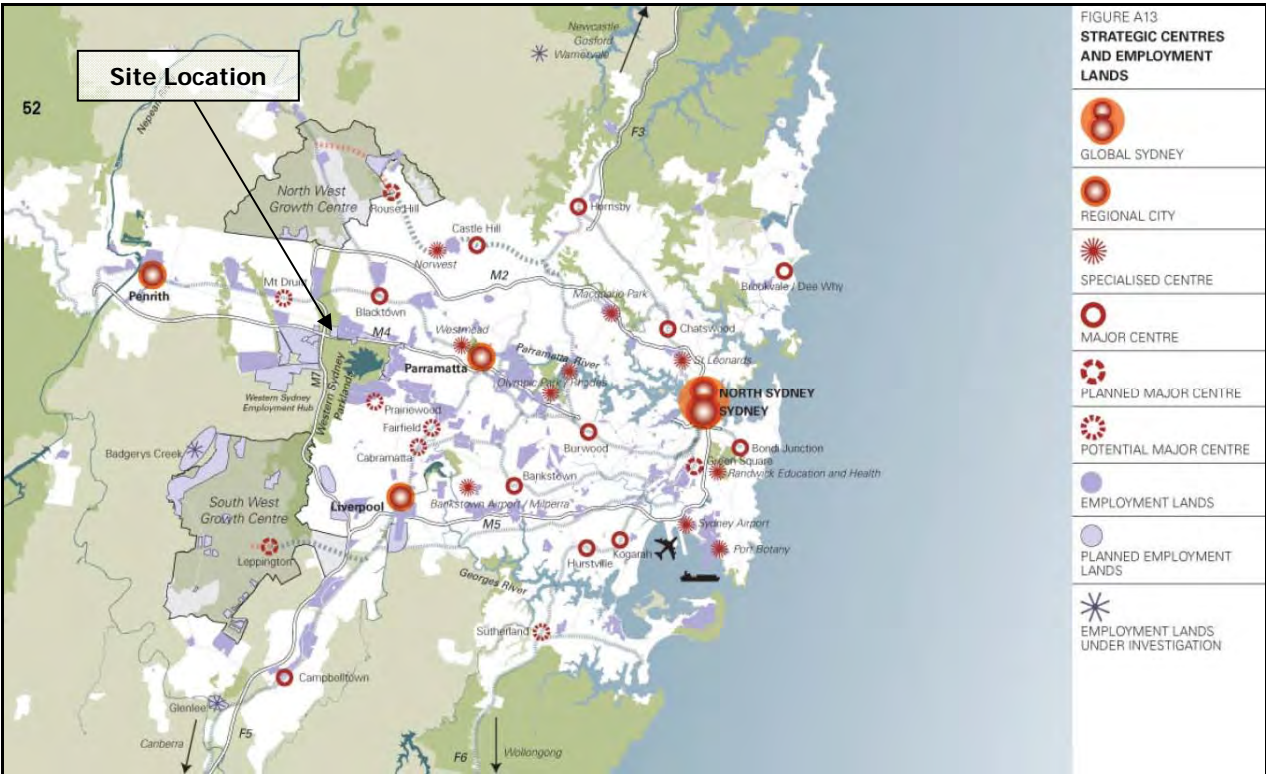


Figure 16 - Strategic Centres and Employment Lands (Source: Metropolitan Plan for Sydney 2036, NSW Department of Planning, 2010)

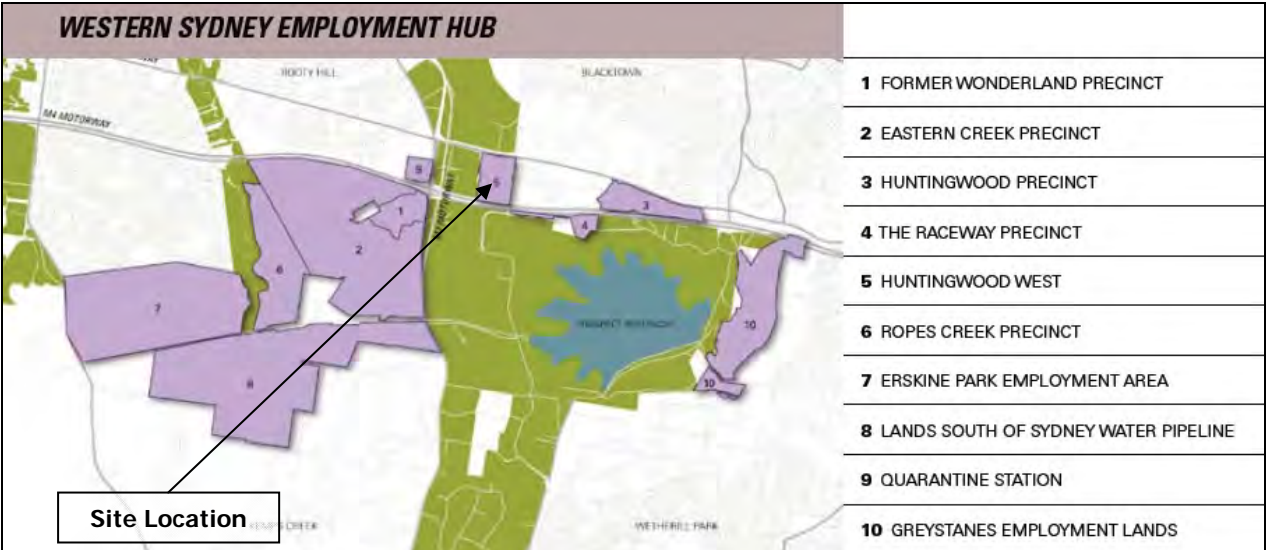


Figure 17 - Western Sydney Employment Hub Map (Source: Metropolitan Plan for Sydney 2036, NSW Department of Planning, 2010)



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

### 4.3.2 Metropolitan Transport Plan

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

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

The subject site has good access to the arterial road network making it easily accessible for the transportation of goods. Vehicle movements for the site have been previously approved and no significant disruption to existing level of service of the road network will result from the proposal – See the Traffic and Parking Assessment by GTA at **Appendix 7**.

### 4.3.3 Draft North-West Subregional Strategy

The Draft North West Subregional Strategy translates objectives of the NSW Government's Metropolitan Strategy and the State Plan to the local level. The North West Subregional Strategy includes the local government areas of Blacktown, Blue Mountains, Hawkesbury and Penrith. The strategy identifies 140,000 dwelling houses and 130,000 new jobs as a growth target for the subregion as a whole.

Under the Strategy Blacktown is identified as transitioning from a Major Centre to a Regional City and has an employment capacity target of 128,000 (45,000 new jobs) by 2031 (**Figure 18**).

Specifically, the Subregional strategy indicates that the development of the Western Sydney Employment Hub will be integral to achieving these targets and will provide opportunities for spin-off developments in nearby centres.

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

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

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

**Figure 18 - North West Subregional Strategy Employment Targets** (Source: NSW Government)





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### 4.4 LOCAL PLANNING CONTEXT

#### 4.4.1 Blacktown Local Environmental Plan 1988

Use of land in the Blacktown Local Government Area (LGA) is primarily controlled by the provisions of *Blacktown Local Environmental Plan 1988* (BLEP 1988). However, Clause 14, Part 9 in Schedule 3 of *State Environmental Planning Policy (Major Development) 2005* states that provisions of that **BLEP 1988 do not apply to land within the Huntingwood West Precinct.**

#### 4.4.2 Draft Environmental Planning Instruments

No draft Environmental Planning Instruments apply to the proposed modification.

#### 4.4.3 Huntingwood West Development Design Controls

The *Huntingwood West Employment Lands Development Design Controls*, dated September 2006, were prepared by Architectus Sydney Pty Ltd as part of the Concept Approval for the Bungarribee Industrial Estate to specifically guide development within this Precinct.

The provisions in the Design Guidelines are considered in addition to the provisions of Blacktown Development Control Plan 2006. Where any inconsistencies are created between these documents, the *Huntingwood West Development Design Controls* have been adopted.

The Huntingwood West Development Design Controls (DDCs) were prepared to outline the development objectives and controls for the development of the employment/industrial land shown in **Figure 19**.



**Figure 19 - Land to which the Huntingwood West Development Design Controls Apply** (Source: Architectus, 2006)



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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The relevant provisions of the Huntingwood West DDCs are addressed as follows:

### ***Aims and Development Vision***

The aims of the DDCs are to:

- *Facilitate the economic and orderly development of the employment/industrial land for the purpose of employment generating development whilst maintaining the ability to provide flexibility in the range of lot sizes to meet market demand;*
- *Ensure a positive visual, environmental and management relationship with the adjoining Western Sydney Parklands;*
- *Ensure Ecologically Sustainable Development principles are integrated into developments;*
- *Ensure Water Sensitive Urban Design principles are integrated into the built and landscape elements of the development;*
- *Enable the provision of a high quality innovative and integrated industrial area particularly in terms of built form and landscaping;*
- *Provide areas of landscaped public domain that are compatible with the built environment and to ensure that the landscape design guidelines are implemented to a high standard;*
- *Provide an effective traffic network within the industrial area and connections to the arterial road system; and*
- *Promote the on-site collection and re-use of stormwater.*

The overall vision for Huntingwood West is to:

- *Develop a high quality employment zone within a parkland setting that incorporates best practice design and environmental measures and which has a strong integration with the Western Sydney Parklands.*
- *Develop employment generating uses in a way that provides the best development outcome for the site.*
- *Develop the employment/industrial land in a way that creates the most appropriate interface with the Western Sydney Parklands.*
- *Provide a high quality built environment that will attract high job creation industries.*
- *Offer a diverse range of lot sizes to accommodate a dynamic market.*
- *Create an employment area within a landscape setting that integrates with the adjoining Western Sydney Parkland's natural and conservation values and that has a strong urban character and sense of place.*
- *Integrate new development with the Western Sydney Parklands and encourage visual and access links.*
- *Integrate new development with the existing industrial area at Huntingwood and encourage visual and access links.*
- *Manage water cycle impact, flood/fill impact and incorporate Water Sensitive Urban Design principles and practices where possible.*
- *Incorporate best practice environmental planning and design, particularly techniques for conserving the consumption of energy and water in all buildings and the control of noise and emissions.*
- *Provide public domain and vegetation/drainage corridors that are interconnected with a high level of well-lit pedestrian and cycle access routes and that link into the surrounding environment.*
- *Implement quality architectural standards and guidelines as well as appropriate environmentally sensitive building design.*
- *Create a well connected and legible street network.*
- *Incorporate quality development where businesses enjoy high levels of accessibility by customers and are supported by an attractive public domain that is both pedestrian friendly and efficient.*
- *Encourage the provision of transport links including a bus route.*

The proposed modifications are consistent with the aims of the DDCs and the Vision for the precinct as it provides for industrial development of a nature and design that is compatible with the overall intent of the



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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Bungarribee Estate. The proposed high bay extension achieves significant economic benefit without major environmental impact.

### ***Site Characteristics and Development Principles***

- ***Topography and Landscape***

The site has been previously disturbed and has been approved for earthworks that provide suitable building pads similar to that required for the proposed high bay extension.

Minor site grading required to accommodate the altered hardstand design will be required. The final levels have been designed to maintain the approved stormwater management requirements and overland flow outcomes across the entire site.

No significant landscape features are to be adversely impacted by the proposal.

The design has been prepared to address future views to the site from the M4 Motorway, incorporating significant facade treatment such as strong vertical elements, a range of materials and finishes as well as integrated signage.

The proposal will not be dissimilar to existing high bay facilities within the region.

- ***Vegetation and Biodiversity***

The site has been significantly disturbed with little to no vegetation remaining.

- ***Infrastructure and Services***

Stage 1 Infrastructure has been completed for the Metcash site, including:

Sewer

The existing Metcash development is serviced with sewer. It is noted that the Stage 1 temporary rising main sewer is now redundant as the Metcash site has since been connected to the gravity fed Estate sewer infrastructure.

Water Supply

An existing watermain is located parallel to Huntingwood Drive and service the existing Metcash development.

Electricity

Existing electricity cables are located parallel to Huntingwood Drive and service the existing Metcash development.

A new substation and switchboard is also proposed along the southern portion of the site.

Telecommunications

Telecommunication cables run parallel to Huntingwood Drive to the north of the site and service the existing Metcash development.

- ***Indigenous and Non-Indigenous Heritage***

There are no non-indigenous heritage items as defined by the *Heritage Act 1977* on the site.

Areas for Potential Archaeological Deposits (identified within the Heritage Impact Statement prepared by Godden Mackay Logan in August 2006 for the Concept Approval) have been considered within the previous applications across the site including the recent Stage 1 Infrastructure works and are not considered to have any significance to the subject proposal.

- ***Land Capability***

The site is not affected by the 1 in 100 year flood event; however, the site is potentially at risk from salinity.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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The DDCs identify asset protection zones to be provided around existing vegetation on the site, however, as previously indicated, vegetation on the site has been.

### **Proposed Subdivision Plan**

#### ▪ *Urban Structure*

The proposal is generally consistent with the latest subdivision layout approved by the Department of Planning and Infrastructure. No new estate roads or access driveways are proposed.

#### ▪ *Land Use*

Under the DDCs, the principle land use within the Huntingwood West precinct is to be employment. The objectives for land uses in the precinct are:

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of industry on other land uses.*

*The types of land uses permitted in the Huntingwood West precinct are consistent with those of the IN1 General Industrial zone of the Draft LEP Template/ (Future) Blacktown Comprehensive LEP and include:*

- *Depots*
- *Freight transport facilities*
- *Light industries*
- *Neighbourhood shops*
- *Standard industries*
- ***Warehouse or distribution centres.***

Where, 'warehouse or distribution centre' means:

*a building or place used mainly or exclusively for storing, or handling items (whether goods or materials) ending their sale, but from which no retail sales are made.*

The proposal is consistent with the intended use of the Estate as it provides for an extension to the existing warehousing facilities within a new 'high bay' warehouse design. The vertical sorting and storage of products, along with the technologically innovative packaging system, represents effective and economic use of land that will benefit retail stores operated by Metcash across New South Wales.

No retailing or manufacturing is to be undertaken upon the site.

### **Conservation of Natural Values**

The DDC require the following strategies are to be used where possible to minimise tree loss:

- *Take into account appropriate quality trees in terms of health and habitat value in the setback areas of individual allotments and within buffer zones and Asset Protection Zones.*
- *Retain appropriate and healthy trees where practicable in the Collector Road and Eco-median Road reserves.*

As previously indicated, no remnant vegetation exists within the site.

### **Access and Movement**

#### ▪ *Road Hierarchy*

The proposal is consistent with the approved road hierarchy of the Bungarribee Estate. No new roads or modification to approved roads is to result from the proposal.





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

---

- *Pedestrian and Cycle Network*

The approved pedestrian and cycleway network will not be altered by the proposed development. Pedestrian connectivity between the proposed buildings and the road network will be provided through integrated site links.

- *Public Transport*

The existing bus services that operate in the locality include Busways Route 724 (during peak hours only) that runs along Brabham Drive and Huntingwood Drive to the east of the site.

Alternative bus routes and increased frequencies may occur in the future as staff levels increase in the locality as a result of development within the Bungarribee Industrial Estate and other planned development. Indeed, the *Huntingwood West Transport Management and Accessibility Plan* identifies potential for the redirection of the 724 service within the overall Estate in the future as demand increase. This will be subject to further consideration by the bus companies as development occurs.

### ***Landscape and Drainage Network***

The proposal involves significant landscape treatment along each street frontage and adjoining allotment to the west. The landscape treatment aims to reduce the visual bulk and scale of the structures and provide a high quality urban environment.

The treatment provided along the southern boundary has been specifically designed to address the views towards the site from the M4.

### ***Subdivision Design and Built Form Controls***

- *Subdivision Design*

No subdivision or boundary realignment is proposed.

- *Access and Movement*

The proposal is consistent with the approved road hierarchy of the Bungarribee Estate. No new roads or modification to approved roads is to result from the proposed modification.

Additional hardstand area will be provided to accommodate required truck movements.

- *Pedestrian and Cycle Network*

The approved pedestrian and cycleway network will not be altered by the proposed development. Pedestrian connectivity between the proposed buildings and the road network will be integrated within the existing facility.

- *Public Transport*

The existing bus services that operate in the locality include Busways Route 724 (during peak hours only) that runs along Brabham Drive and Huntingwood Drive to the east of the site.

Alternative bus routes and increased frequencies are likely to occur in the future as staff levels increase in the locality as a result of development within the Bungarribee Industrial Estate and other planned development.

- *Open Space and Public Domain*

A Landscape Plan (**Appendix 4**) has been prepared for the proposed development to enable integration with the existing development, water treatment system and to create a high quality industrial streetscape. The landscaping treatment minimises the bulk and scale of the proposed warehouse and screens the hardstand and parking areas.

The landscaping has also been designed to complement the unique design of the high bay facility ancillary and create a sense of place for the Estate by integrating with the established landscape theme.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

---

- *Public Domain Signage*  
No public domain signage is to be erected as part of the proposal.
- *Street Furniture and Lighting*  
No street furniture is to be provided in the public domain as part of the proposal.
- *Site Services*  
All essential services are available to the proposed development as part of the Stage 1 Infrastructure approval.

A new switchboard and substation is proposed to be located adjacent to the hardstand along the southern portion of the site. Minor connection to mains will be undertaken.

Further investigations with Endeavour Energy have been undertaken and will be finalised prior to Construction Certificate.

- *Environmental Management*  
Indigenous Heritage  
No controls are provided in relation to Indigenous Heritage. Notwithstanding, the site is unlikely to comprise any remaining Indigenous archaeology given its disturbed state and previous investigations.

### Non-Indigenous Heritage

If any non-indigenous archaeological remains or relics are found during development, relevant permits/approvals under the NSW Heritage Act will be sought.

### Water Cycle Management

Costin Roe have prepared an Addendum to the stormwater management concept for the Metcash Site as set out in the Stormwater Management Plan approved under the original application (Ref: Co9628.01- 04b.rpt, dated 12 August 2011).

This Addendum is attached as **Appendix 8** and notes that while allowance for the proposed building expansion was made during the original design for the facility and only minimal works to the existing site are required to facilitate the expansion, some adjustments to the levels of existing external pavements and adjustment to kerb lines will however be required to facilitate the proposed architectural layout.

The Addendum concludes that stormwater quantity and quality are managed at an estate level and the existing site stormwater system allows for the proposed expansion works. Stormwater connections to convey runoff from the new roof, truck hardstand and truck trailer parking area will be made which are generally in accordance with the overall property stormwater management strategy.

Additional details are provided in Section 5.5 below.

### Soils Management

Stormwater runoff generated from within the works area during construction will likely contain sediments. A number of options are available for the removal of these sediments from stormwater, some of which include:

- Wheel wash down
- Sedimentation basins
- Sediment fences
- Diversion banks
- Stabilisation of finished areas
- Cut off drains



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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The Erosion and Sediment Control Plan provided as part of **Appendix 8** includes a number of these measures. Further measures are to be implemented by the selected building contractor and finalised in the Construction Management Plan at Construction Certificate stage.

The potential for salinity has been considered in the Stage 1 Infrastructure approval for the Estate.

### Tree Retention

Suitable plantings within the landscape treatment will be provided to maintain soil integrity and stability.

A small number of trees will be relocated or replaced to accommodate the substation and emergency generator location along the southern buffer to the M4 Motorway.

### Weed Management

The proposal will remove the exotic grasslands occurring on the site. No weeds are proposed as part of the new landscape design.

#### ▪ Built Form Controls

##### General Design Principles

The Objectives for general design are:

- *Ensure that built form establishes a strong relationship to open space and to the Parklands areas.*
- *Ensure that development contributes to cohesive streetscapes and desirable pedestrian environments.*
- *Ensure a safe environment by promoting crime prevention through good urban design.*
- *Encourage pedestrian use of streets to enhance pedestrian safety and security.*
- *Promote energy efficient building orientation and envelopes.*
- *Avoid street views of long building elevations not screened by landscaping or that display monotonous building forms and design.*
- *Encourage the provision of a range of distinctive building forms that promote the identity of each tenancy.*
- *Encourage a high quality built form by encouraging activity on elevations fronting streets, ensuring buildings address streets and emphasising vertical forms with landscape, buildings and street lighting.*

The proposal is consistent with the general design objectives as it provides an articulated, distinctive design that incorporates extensive landscaping.

Particular attention has been given to the treatment of the high bay facility given its height. The treatment includes a variety of materials and finishes as well as creating unique street presentation. Limitations to articulation provided through building openings are presented as a result of the case warehouse to be installed and operated within the high bay warehouse as the machinery involved is highly sensitive to dust, moisture and high temperatures.

The design of the high bay has been kept to its lowest possible height and will not be above the height of precedent high bay warehouses identified within the region.

The proposal complies with the stated general design controls as outlined in **Table 4**.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

**Table 4 – General Design Controls**

Criteria	Proposal Compliance
a) <i>Development Applications are to be accompanied by a site analysis.</i>	The proposal responds to the Site Analysis prepared for the original Major Project Application.
b) <i>Buildings are to address the primary street frontage of an allotment with a clear and well lit pedestrian entry.</i>	The proposal has been designed to primarily the M4 Motorway and Brabham Drive. No direct entry from these roads is provided to the high bay warehouse.
c) <i>Where the lot has a dual frontage (other than to the Parklands), building entries shall address the major road frontage with loading and truck movements taking place on the other frontage. No loading docks are to be located facing the Parklands, Great Western Highway, Eco-median Road or collector roads.</i>	No loading facilities front the main roads of the Estate.
d) <i>Parking areas and service loading areas are to be located behind the building line and integrated into site layout and building design, and not dominate the primary streetscape of an allotment. Where located at the side or rear of an allotment with more than one street frontage, these areas shall be appropriately screened from the secondary street frontage(s)</i>	No new hardstand is to be provided in front of the building line fronting Huntingwood Drive. The hardstand modifications along the eastern site boundary, fronting Brabham Drive is a continuation of existing hardstand along this boundary.  Landscaping has also been provided to screen all hardstand areas.
e) <i>Street tree planting, including endemic species, is to be provided to enhance the appearance of the street and pedestrian environment, including providing protection from the sun.</i>	The Landscape Plan provided as <b>Appendix 4</b> is compliant with the requirements.
f) <i>Buildings are to provide variety to facades by the use of projecting upper storeys over building entries, upper storey display windows, emphasising street corners and varying roof forms.</i>	The design of the structure has been articulated through the use of varying materials and finishes.
g) <i>Buildings are to provide effective sunshading for windows, wall surfaces and building entries (other than loading docks) by the use of design elements such as overhanging eaves and awnings, undercrofts, colonnades and external sunshading devices including screens.</i>	Awnings are provided to the proposal.
h) <i>Building forms are to be articulated using roofs with eaves that project beyond external walls, dividing long walls into a series of forms and emphasising customer entries and service doors.</i>	The structure incorporates a number of horizontal elements and material changes to create articulation. The southern frontage has been given particular design treatment to ensure a high quality built environment that is legible and identifiable.

### Frontage Development

The site layout has positioned the high bay warehouse at the rear of the site, away from Huntingwood Drive. The primary views to the high bay warehouse will be from the M4 Motorway which is separated from the proposed building by a significant landscape buffer.





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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Given that the high bay facility also has frontage to Brabham drive, it is inevitable that loading facilities will be located adjacent to a side boundary; however, to minimise the visual impact, the suitable landscaping, facade treatment and the position of the site below the road level offer mitigation to any potential impact.

### Building Envelope

The proposal is consistent with the footprint originally approved under MP 10\_0140.

The applicable setbacks controls are:

- *15m from the collector road and park alignments of which 10m must be utilised for landscaping*
- *Where an allotment has a frontage to more than one street, the building alignment to the secondary street frontage(s) is to ensure that the building presents a satisfactory relationship to the street with good design and landscaping elements.*
- *Where parking and/or loading/servicing areas are located at the side or rear of dual frontage lots, these are to be appropriately screened with landscaping to reduce visual impact when viewed from the street.*
- *Front setbacks are to be landscaped generally with ground cover and trees ensuring the views between development and the street are not totally obscured. Minimum landscaping requirements are:*
  - *One tree per 25sqm*
  - *A 4m wide planting zone along the total frontage of lots (except where driveways or paths exist), with the balance being either turf, paving or planting.*
- *All setbacks to car parking areas are to be landscaped.*
- *Water tanks are not to be located in the front setback and shall be appropriately located or screened so as to not be visible from outside of the site, unless incorporated as an architectural feature to promote WSUD objectives.*

The proposal is compliant with the required setbacks including:

East Setback – 28 metres

Southern Setback – 32 meters

Western Setback – 179 metres

The northern boundary is separated from the proposed high bay by existing Metcash facilities developed under earlier stages.

All site boundaries are to be suitably landscaped under the proposed scheme.

A variety of materials including precast concrete, metal sheeting, glazing, feature bands and translucent polycarbonate sheeting have been used to provide a suitable appearance. No blank facades are proposed.

### Parking

The Traffic and Parking Assessment prepared by GTA Consultants (**Appendix 7**) notes that the original parking report prepared by Halcrow for the original application was conducted based on a total development floor area of 103,087m<sup>2</sup>, with the last stage (Stage 5) adding 15,532m<sup>2</sup> of warehouse space. 8,779m<sup>2</sup> of this would be an expansion of Warehouse 1.

It is noted that there is a minor difference between what has been approved and the actual floor area envisaged (difference of 93m<sup>2</sup>). This minor difference is considered to have inconsequential impact in terms of traffic and parking.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

---

The traffic and parking assessment is considered on the basis of a proposed additional area of 10,792m<sup>2</sup> less the approved area of 8,779m<sup>2</sup>. The actual increase being only 2,013m<sup>2</sup>.

The Traffic and Parking Report identifies that the proposed modification for the high bay expansion is not expected to generate significant volumes of additional traffic as employee levels will generally remain as currently approved.

The floor area increase represents only a small percentage of the total site and will not generate more than 3 vehicle movements per hour during the busiest peak period (modelled to be less than the approved forecast adopted at the Project Application stage). No noticeable effect on the local network will occur.

The proposed parking provision is considered appropriate for intended warehouse activities, will encourage the use of alternate travel modes and is consistent with State Government planning objectives to reduce car dependence.

In terms of bicycle facilities, the approved DDCs require a dedicated area to be provided for bicycle parking within the car park. This provision has been previously provided within the site.

### Loading and Servicing

All loading and servicing of the site will be undertaken from the hardstand areas provided to accommodate access by B-Doubles

Access and egress movements from the site are demonstrated by the swept paths analysis provided in the Traffic and Parking Assessment prepared by GTA (**Appendix 7**).

### Recycling and Waste Management

The Waste Management Documentation provided as **Appendix 9** outlines the established processes and targets in which the proposed will be integrated.

### Allotment Landscape Design

A Landscape Plan for the development is provided at **Appendix 4** and incorporates new plantings up to a mature height of 9 metres to soften the built form. All species will be native and will continue the theme established in the Estate.

The significant buffer to the southern boundary, adjoining the M4 Motorway, will be retained.

### Private Domain Signage

The southern elevation of the high bay warehouse will incorporate both an illuminated Goodman logo and an illuminated Metcash logo.

Additionally, the word 'Bungarabee' will be integrated into the facade treatment by its location along the metal panelling along the southern elevation to provide a sense of place and identify to the Industrial Estate and its setting.

Signage can be installed and operated to comply with the controls of the DDCs and the intended outcomes for the Estate.

### Fences and walls

No change to the approved fencing is proposed.

### External Industrial Activities

Other than the handling of materials between trucks and the warehouse inherent to the intended operations, no external industrial activities will be visible from the public domain.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

---

### Safety

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

- *Natural Surveillance*

The proposal will continue the approval for 24-hour operation, seven days per week with staff providing surveillance throughout this period. The design of the facility ensures that activities are being undertaken in all locations of the site to ensure no opportunity for un-seen activities and anti-social behaviour.

Fencing and landscaping provides a balance of filtering the built form whilst also minimising areas for potential lurking or blind spots. Outdoor lighting illuminating the hardstand area will also assist for the period between 6pm and 6am.

Electronic surveillance and security system currently operating will be extended to the new high bay warehouse.

- *Access Control*

Entry to the loading/unloading areas of each tenant is managed by Metcash to ensure appropriate persons have site access.

Staff and visitors must access the facility through the reception office located within walking distance of the car park. The office is logically positioned to be identified as the main entry point.

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

- *Space Management (Maintenance)*

Metcash has developed a maintenance program to ensure that the facility will remain clean and present the idea that the site is frequently occupied and looked after. Persons who wish attempt to undertake antisocial activities are deterred as a result of their likely being caught by the regular site attendees.

No exterior walls of the warehouse structure and no large blank fencing areas are to be provided that may encourage graffiti. Opportunities for vandalism are reduced by the perimeter fencing and surveillance.

- *Territorial Reinforcement*

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

Perimeter fencing provides clear delineation between public and private areas and reduces the risk of persons unknowingly entering the premises where they may be injured.

### Fire Construction Standards

A Fire Safety Strategy for construction and operation of the development has been prepared by RawFire (**Appendix 10**). The development is able to meet the requirements of the Building Code of Australia in terms of fire safety (subject to alternative solutions).

The proposed Strategy provides solutions to manage the operational phase of the facility in consideration of the alternative solutions to the BCA provisions based on site and locality aspects, fire characteristics and equipment performance as outlined in Section 5.8 below.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

---

### Energy Efficiency

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

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

### Water Use

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

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

See Section 5.5 below for further detail on stormwater management and re-use.

### Air Quality

The proposal seeks to erect a development that will be used for warehouse and distribution. The facility does not undertake any manufacturing or processing of any materials, substances or goods and does not generate any significant air quality impacts.

An Additional Air Quality Assessment (AQA) has been undertaken by SLR Consulting to supplement the Air Quality Report approved as part of the original consent to identify the potential impacts upon air quality from the construction and operation of the facility and provide advice with regard to effective mitigation strategies where necessary.

While it is not anticipated that any construction or operational phase activities would give rise to significant air impacts, the Additional AQA provides mitigation measures, so that the impacts associated with the development are minimised as far as practicable and the best practice measures are employed.

The management measures address:

- Dust Management
- Dust Mitigation
- Wind Erosion
- Spoil Stockpiles

See Section 5.8 below for further details.

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

The land to be developed has been earmarked under the strategic planning framework for activities of a kind proposed and that air quality considerations related to industrial vehicles were made at the time of preparation of the strategic framework.

Bus services operate frequently in the area and provide connectivity to the regional network. Other public transport options are currently limited in the area but are expected to increase as development proceeds.

Bicycle parking is also to be provided to encourage alternative transport.





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### 4.4.4 Blacktown Development Control Plan 2006

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

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

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

- ***Environmental Protection***

The proposal does not involve the removal of any significant vegetation. Only minor tree relocation or replacement in the buffer along the southern boundary will be impacted as a result of the substation and generator infrastructure.

The development is also suitably removed from identified non-indigenous heritage. Previous disturbance has removed the likelihood of the site containing indigenous archaeology.

As outlined above, the proposal has been designed to maximise water-reuse with non-potable water. The Civil Engineering Report prepared by Costin Roe (**Appendix 8**) outlines the details about how this will be achieved.

No manufacturing or processing of any materials, substances or goods is to be undertaken on the site no significant greenhouse gas emissions are expected. Traffic to and from the site is identified as the only generator of air quality matters; however, the traffic generated by the development (and resulting air quality considerations) is commensurate with the traffic expected from a facility of the proposed size and development expected in this industrial precinct.

Bus services operate frequently in the area and provide connectivity to the regional network. Other public transport options are currently limited in the area, though services are expected to increase as more development proceeds in the locality.

Bicycle parking is also to be provided to encourage alternative transport and reduce emissions.

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

- ***Roads and Carparking***

No change to car parking is proposed given that the site is located within the Bungarribee Precinct which has been subject to Concept Approval that was supported by a set of site-specific Development Design Controls, including lower parking rates (See Section 5.4.1 above).

The proposed parking provision, together with bicycle parking facilities and benefits from public bus services will encourage the use of alternate travel modes and is consistent with State Government planning objectives to reduce car dependence.

The Traffic Impact Assessment prepared by GTA (**Appendix 7**) notes that a total traffic volume change of no more than 3 vehicles per hour in the peak period will result from the proposed modification. No noticeable traffic impact on the surrounding road network will occur from this traffic generation, which is lower than that originally anticipated in the Project Approval.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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- *Services*

All essential services are available to the site and capable of supporting the proposed expansion. Further discussions with Endeavour Energy have been undertaken with final energy requirements to be determined prior to Construction Certificate.

- *Special Considerations*

The proposed modification does not require referral to NSW Road and Maritime Services (formally Roads and Traffic Authority) as traffic generating development (See **Section 5.1.4** above).

**Section 5.4.1** above has outlined how the proposal has been designed in accordance with the Principles of Crime Prevention Through Environmental Design (CPTED) including:

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

- *Development on Flood Prone Land*

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

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

Part E is applicable to all DAs relating to land within the Industrial zones under BLEP 1988. As the site is not zoned under BLEP 1988 but under the Major Development SEPP and is the subject of the Huntingwood West Development Design Guidelines, the provisions of this Part of the Blacktown DCP are not applicable.

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

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

Waste Management Documentation outlining processes and target established by Metcash are attached as **Appendix 9** and discussed in Section 5.9 below.

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

Costin Roe have prepared a Civil Engineering Report Addendum (**Appendix 8**) that outlines the methods to be approved and implemented to maintain water quality and maximise conservation that will be continued.

See Section 5.5 below for more details.



## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### **4.5 PLANNING AGREEMENTS**

There is no contributions plan applicable to the land the subject of the development. Conditions of Consent No. 13 and No. 14 of the approval for the Stage 1 Infrastructure requires the proponent to enter into a Voluntary Planning Agreement (VPA) with Blacktown City Council and the Western Sydney Parklands Trust in accordance with the terms of offer made to both parties in Goodman letters dated 17 December 2010.

The VPA required under this consent is currently being prepared to formalise the commitment to provide the infrastructure works. Blacktown City Council has been previously consulted about the developer contributions offered and which are the subject of the proposed VPA.

All relevant parties have agreed, in principle, to the form of the offer. The Applicant will seek to have the VPA executed prior to determination of the subject modification application.

Seperately, Goodman has entered into a Transport Infrastructure Contributions Deed with the Roads and Maritime Services to provide regional road contributions of \$3.4million. In addition, all the obligations required or expected to be provided under the VPA have actually been contractually provided for by Goodman in the sale of land contract between it and the mutual corportation.



## PART E ENVIRONMENTAL ASSESSMENT

The Direct-Generals Requirements issued for the original Project Application (MP 10\_0140) covered the following Key Issues:

- Strategic and Statutory Context
- Infrastructure
- Transport, Access and Parking
- Noise and Vibration
- Soil and Water
- Design and Visual
- Sustainable Development
- Hazards
- Waste

The following sections address these matters as they relate to the proposed modification. Unless otherwise stated, all information for MP 10\_0140 as approved by the Department of Planning on 01 February 2011 remains valid.

### 5.1 STRATEGIC AND STATUTORY CONTEXT

The strategic context is addressed in Part D of this EIS above.

The proposal is consistent with all relevant policy objectives. No variations are required to enable the proposed development to be approved or undertaken.

### 5.2 INFRASTRUCTURE

The site is provided with all essential infrastructure that has enabled construction and operation of the existing facility. Further consultation has also been undertaken with Endeavour Energy to confirm energy provision for the proposed high bay modification and case warehouse.

A detailed Energy Requirements Report will be undertaken as part of the Construction Certificate process.

### 5.3 TRAFFIC, ACCESS AND PARKING

GTA Consulting has prepared a Traffic and Parking Assessment to address the proposed modification (**Appendix 7**). It is noted that this Assessment amends a minor discrepancy (93m<sup>2</sup>) between the areas approved and the intended final floor area under the original scheme. This anomaly is minor in nature and does not significantly affect the overall function of the site, road network or parking supply.

In terms of the proposed high bay expansion, the Traffic and Parking Assessment is based on a total increase of only 2,031m<sup>2</sup> (based on the proposed high bay warehouse area of 10,792m<sup>2</sup> less the approved Stage 5 expansion area of 8,779m<sup>2</sup>).

The staff and visitor parking approved for the Metcash facility (and constructed) was based on full development of the site, including stage 5 expansion to Warehouse 1. A total of 790 spaces were approved, well above the council demand of 757 spaces as well as the provisions under the Development Design Controls.

This increase results in no parking increase as staff numbers will remain as approved and will generate no more than 3 vehicle movements per hour in the peak period. The GTA Report notes that total movements for the site will be less than originally anticipated as part of the Project Approval. The proposed modifications were not considered to result in the need for a further quantitative analysis of external traffic effects.

The site layout is also able to accommodate B-Doubles in a safe and efficient manner.





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### 5.4 NOISE AND VIBRATION

SLR Consulting has prepared an Additional Noise Assessment (**Appendix 11**) to supplement the report previously approved.

The 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 NSW Industrial Noise Policy (INP), Interim Construction Noise Guideline (ICNG) and the Road Noise Policy (RNP). 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).

The closest receptors are identified as dwellings located west of the site, beyond Eastern Creek. Modelling used to predict noise emissions from the Metcash Facility with the additional high bay racking system was undertaken to determine the potential noise impacts on the nearest receptors.

The following assumptions were made in predicting noise emission levels from the existing and proposed developments:

#### ***Proposed Operations***

- *Fresh Warehouse*
  - 8 forklifts operate continuously outside the factory building at any one time.
  - 8 delivery trucks are on site and operating continuously.
  - 5 external condenser units operating continuously
  - 5 rooftop compressors
- *Perishables*
  - 17 forklifts operate continuously outside the factory building at any one time.
  - 17 delivery trucks are on site and operating continuously.
  - 7 external condenser units operating continuously
  - 10 rooftop compressors
- *IGAD Warehouse*
  - 47 forklifts operate continuously outside the factory building at any one time.
  - 47 delivery trucks are on site and operating continuously.
- *ALM Warehouse*
  - 13 forklifts operate continuously outside the factory building at any one time.
  - 13 delivery trucks are on site and operating continuously.
- *CSD Warehouse*
  - 5 forklifts operate continuously outside the factory building at any one time.
  - 5 delivery trucks are on site and operating continuously.
- *high bay Racking System*
  - High bay racking system operational\*
  - Substation.
- *Carpark*
  - 44 vehicles parking.
- *Warehouse Offices*
  - 5 rooftop air-conditioning units.

\* It has been assumed that noise from the high bay racking system would create a reverberant sound pressure level within the proposed building extension of 85 dBA. This is considered a conservative assessment and therefore would provide a worst case analysis.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

---

The predicted noise emissions during calm and prevailing weather conditions were undertaken for both construction and operational phases. The results indicate the following conclusions:

### **Operational Noise Assessment**

*The noise emissions from the proposed operation of Metcash facility have been assessed against the existing Project Approval and the project specific noise criteria established in accordance with the INP.*

*The noise modelling has been carried out under two meteorological conditions (i.e. Scenario 1: Calm weather and Scenario 2: Prevailing weather (including the effects of temperature inversion).*

*From the noise modelling results, the LAeq(15minute) noise levels are predicted to comply with the project specific noise criteria at the nearest affected residential locations.*

*The predicted noise levels marginally exceed the Project Approval conditions for the original development by 1 dBA at each residential location. It should be noted that these Project Approval noise limits were based on noise predictions for the original development and are not based on a level of noise that is likely to cause disturbance at the residential receivers. Given a background noise level at the receivers in excess of 46 dBA at all times a noise level increase of 1 dBA will not be detectable at the receiver locations.*

### **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, the LA1(1minute) noise levels are predicted to be less [than] the sleep disturbance noise goals and Project Approval noise limits at all residential locations.*

### **Construction Noise Assessment**

*The results of modelling indicate that the predicted LAeq(15minute) noise levels for construction meet the construction noise goals at all residences.*

The potential for vibration impact was not considered significant and was not subject to further assessment.

## **5.5 SOIL AND WATER**

A revised Erosion and Sediment Control Plan is provided as part of the modified Civil Engineering Plans at **Appendix 8** (Drawing DA-20) and remains similar to that originally approved for the development of the site. Additional recommendations to minimise soil impact have been included within the Additional Air Quality Assessment prepared by SLR Consulting (see Section 5.8 below).

Costin Roe have also prepared an Addendum to the stormwater management concept for the Metcash Site that was set out in the Stormwater Management Plan approved under the original application (Ref: Co9628.01- 04b.rpt, dated 12 August 2011).

### **Existing Stormwater Quality Management**

The Civil Engineering Addendum confirms that, in accordance with the approved Estate Stormwater Management Strategy, the minimum site level treatment for paved areas is to be treated via a gross pollutant trap. All stormwater from the Metcash site passes through an End-Of-Line Ecosol RSF4000 Solid Pollutant Filter/ Oil and Grease Arrestor. An Ecosol unit is located at each of the two discharge points of the site.

The existing piped stormwater system comprises a minor (piped)/ major (overland) flow system. The minor (piped) system is sized for a 1 in 20 year ARI storm and allows for the proposed expansion of Warehouse 1 in the design.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

---

### ***Existing Site Stormwater Quantity***

The quantity of stormwater runoff for all sites within the Bungarribee Industrial Estate is managed by an estate level detention basin which is integrated with the stormwater quality wetlands/ bio-retention basins. As such no individual on-site detention is required for development site within the Bungarribee Industrial Estate.

### ***Management of Proposed Expansion Runoff***

Management of runoff from the new roof and trailer parking area will generally remain consistent with the system approved under DA10\_0140.

The existing stormwater system allows for the increased runoff from the Warehouse 1 expansion roof. Downpipes will be connected to the existing piped drainage network provided during the original development. Adjustment to existing hardstand levels will be done such that stormwater runoff will be directed to existing and/or adjusted inlet pits.

Runoff from the proposed trailer parking area will be directed to the existing inlet pits which have been sized to account for this stormwater runoff.

The existing Ecosol RSF4000 Solid Pollutant Filter/ Oil and Grease Arrestor units were also sized to account for the proposed building expansion and no adjustment to this system is proposed.

### ***Non-Potable Water Reuse***

Non-potable water reuse is provided for the Metcash facility under the original approval. As part of this development approval, estimates of reuse demands were provided based on building populations and irrigation requirements.

It is proposed to supplement non-potable water use for the new amenities with rainwater reuse provided as part of the original development. It has been confirmed that, due to the automated stacking system proposed in the building, there will be no change in building population in conjunction with the additional building space; hence there will be no change in the predicted water demand for the facility. As such no additional rainwater reuse tanks are proposed for the current development.

Stormwater quantity and quality are managed at an estate level and the existing site stormwater system allows for the proposed expansion works. Stormwater connections to convey runoff from the new roof, truck hardstand and truck trailer parking area will be made which are generally in accordance with the overall property stormwater management strategy.

## **5.6 URBAN DESIGN AND VISUAL QUALITY**

### ***Architectural Design***

The proposed design of the high bay Warehouse extension takes into consideration the site context, functional requirement, aesthetic value and orientation to create a visually interesting and functional facility.

The structure has been positioned to fully integrate into the existing Warehouse 1 space whilst addressing the M4 Motorway frontage. Horizontal elements will offset the vertical nature of the design and is supplemented by a variety in colours and material that will appear as articulated elements.

As previously mentioned, the unique operational requirements of the case warehouse machinery results in restrictions on providing high level openings such as louvers or vents.

The architectural design has been strategically treated to avoid the impression of a traditional warehouse structure by the use of a complementary signage strategy that enables the building to be interpreted as two structures linked by horizontal elements.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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The external finishes of the warehouse will comprise precast concrete panels, polycarbonate panels and metal sheeting. A composite aluminium feature band will be provided to the southern elevation to give form as well as breakup the colours of the varying materials when viewed from the Motorway.

The Architectural Design Statement and supporting montages (**Appendix 2**) provide the basis of the intention to create an iconic structure that is both functional and aesthetically pleasing. The Statement notes:

*The height of this proposed stage of the development is obviously in excess of that of the existing building and a number of alternative designs were considered in an attempt to reduce the perceived height.*

*Proposals to subdue the presentation of the southern facade to the motorway by use of a single material and single colour, much as in the Arnott's building, of a similar height to the east of the Bungarribee site, was thought to be a retreat from the challenge.*

*The proposal for the high bay extension for Metcash continues the contemporary external design which will be apparent from the adjacent M4 motorway, where the original colour palette as been reproduced and the chevron theme from the existing building has been suggested in the bold feature band above the polycarbonate panelled section which provides a curtain wall of back lit window.*

*The overall effect, aided by the great width of the building is to provide a horizontal and relatively low sleek elevation.*

The internal design has been purposefully arranged to accommodate the unique requirements of the case warehouse.

It is noted that the design as proposed was given support by the Design Review Panel of the Department of Planning and Infrastructure on 09 November 2012.

### ***Landscape Design***

The Landscape Plan prepared by Site Image at **Appendix 4** comprises a mix of trees, shrubs and garden beds including ground covers to provide a variety in scale and visual interest. Heights will range from 0.2 metres to 9 metres upon mature age.

The new landscape treatment will include removal of existing grasslands/vegetation and replacement with an avenue of native tree species. Species selection will remain consistent with the existing planting palette for the estate and the proposed building design.

Specifically, new landscaping is concentrated along the southern frontage facing the M4 Motorway to reduce the overall bulk and scale of the high bay facility when viewed from this major road. The existing landscape buffer provided between the site southern boundary with the M4 and the hardstand area will be maintained, except where the new substation and emergency generator infrastructure results in an encroachment into this buffer.

### ***Building Code of Australia***

The Building Code of Australia (BCA) Report prepared by Blackett Maguire + Goldsmith (**Appendix 12**) identifies the proposed high bay Warehouse as Class 7b. Given the unique design parameters required to facilitate the intended case warehouse infrastructure, a number of alternative solutions are proposed to enable compliance with the Performance Criteria of the BCA.

Based upon the findings of the BCA Review as outlined within this Report, it is considered that compliance with the relevant DTS provisions and Performance Requirements identified within this report is achievable, subject to full details demonstrating compliance as submitted at the Construction Certificate stage.





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### 5.7 SUSTAINABILITY

#### ***Sustainability Report***

Consistent with the Project Approval, a revised Sustainability Report will be undertaken for the proposed modifications and issued for approval prior to the issue of a Construction Certificate.

It is noted that in late 2008, the Metcash Environmental Sustainability Committee (MESC) was established with senior executives, including the CEO, as members. Metcash also employed a Sustainability Manager in 2008 to coordinate the implementation of sustainable improvements to all Metcash business areas and functions that will incorporate the modifications proposed under the subject application.

#### ***Section J of the Building Code of Australia***

The warehouse addition is required to satisfy the Energy Efficiency requirements under Section J of the BCA. However, the BCA Report by Blackett Maguire + Goldsmith (**Appendix 12**) identifies that the proposed addition will not be a Conditioned Space and therefore the requirements Parts J1 (Building Fabric), J2 (External Glazing) and J3 (Building Sealing) will not apply.

Compliance with the applicable parts of Section J will be determined at the Construction Certificate stage.

#### ***Landscaping***

The proposed landscape design (**Appendix 4**) will include native species to minimise water requirements and promote natural systems within the locality.

#### ***Stormwater Management***

The measures to minimise pollution, run-off and water consumption as approved will be integrated into the proposed high bay warehouse. See **Appendix 8** and Section 5.5 above.

### 5.8 HAZARDS

#### ***Dangerous Goods***

Metcash currently operate the Bungarabee Facility under an WorkCover registration that permits dangerous goods storage. The proposal does not seek to increase the approved quantity or type of goods approved for storage and handling on the site.

As the handling of the approved type and quantities of dangerous goods will be integrated into the operations of the case warehouse within the high bay expansion, this component has been designed to meet compliance with the relevant provisions of the *Workplace Health and Safety Regulations 2011*.

#### ***Fire Engineered Alternative Solutions***

A revised Fire Safety Strategy has been prepared by Raw Fire (**Appendix 10**) to address the alternative solutions required to comply with the fire-related performance requirements of the BCA. The Strategy provide solutions to manage the operational phase of the facility is consideration of the alternative solutions to the BCA provisions based on site and locality aspects, fire characteristics and equipment performance.

As part of their review for the preparation of the Fire Safety Strategy, RawFire has identified the following that the site has appropriate site entry points and fire brigade access around the allotment. The two nearest fire brigade stations that are provided with permanent staff are located in Huntingwood and Seven Hills approximately 1km and 9km from the site respectively.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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The primary hazard potential is identified as resulting from the following elements of the proposal:

- *Building Layout (Egress Provisions)*

Raw Fire identifies the following aspects that reduce this hazard:

- Exits are provided around the building perimeter to allow for multiple alternative egress opportunities.
- Access is available beneath the racking, with aisles provided between the automated machinery track work.
- Areas within the warehouse have limited dead end travel routes to exits. However due to the size of the building extended travel distances to the nearest of the alternative exits and between alternative exits exist.
- Within the subject building it is not expected that there will be any greater exposure to fire as a result of the alternative solution.
- No hazards to adjoining buildings have been identified, hazards generally relate to any internal exposures.
- Occupants in the area of fire origin are expected to be aware of fire and commence evacuation.

- *Activities*

While activities have the potential to create a hazard, it is not expected that hot work processes, manufacturing processes or operation of high friction or high temperature machinery will be performed within the building.

The storage of hazardous and flammable materials will be present and shall be stored in accordance with the Workcover OH&S, Australian Standards and other applicable regulatory requirements.

The development is a storage and dispatch facility containing a large number of high piled and racking containing combustibles. Items within the automatic storage areas are present in the racking between 24-36hrs before being dispatched onwards. Thus there is no degradation of old stock. Notwithstanding the assumed turnover, the storage is assumed to be constantly filled to capacity due to the constant rolling stock.

Corridors, stairs and lobbies will generally be used only for transient purposes, occupants travelling to and from the various parts of the building.

- *Ignition Sources*

The ignition sources relevant to this site are identified as:

- Mechanical equipment (applicable to the picking machinery)
- Lighting equipment
- Intentional fire starts
- Stored waste or rubbish
- Heating equipment

- *Fuel Sources*

The following measures reduce the risk of fire hazard:

- Dangerous goods will be stored in the automatic picking/storage area, however these will be located in designated areas with quantity limitations appropriate to the commodity's contents, flammability and interaction with other materials.
- products will be stored in the high bay automatic picking racks or along the product assembly line. The lobbies, stairways and corridors are to be maintained clear of furniture, stored items and the like and constructed with materials and assemblies to reduce fire spread and smoke production in the event of fire in common areas.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### ▪ *Fire Origins*

RawFire identifies that fires are most likely to occur in the following origins:

- High storage racking areas.
- Waste and rubbish containers.
- Store room.

To further reduce the potential of fire hazard, the Fire Safety Strategy provides solutions in relation to:

### ▪ *Fire Resistance Provisions*

- Fire Resisting Construction
- Early Fire Hazard Properties

### ▪ *Access and Egress*

- Evacuation Strategy
- Egress Provisions
- Door Hardware, Operation and Mechanisms
- Signage and Lighting

### ▪ *Services and Equipment Provisions*

- Fire Indicator Panels
- Building Occupant Warning System
- Fire Sprinkler System
- Smoke Detection system,
- Fire Hose Reels
- Portable Fire Fighting Equipment

### ▪ *Fire Brigade Intervention*

- Fire Brigade Rendezvous
- Fire Hydrants
- Manual Smoke Clearance System
- Vehicle Perimeter Access

### ▪ *Building Management Procedures*

- Distribution of Commodities
- Maintenance of Fire Safety Equipment
- No smoking Policy
- Housekeeping
- Fire Drills and General Fire Safety Training
- Evacuation Planning and Risk Management
- Assembly Area
- Fire Safety Manual
- Premises Security
- Hot Works Policy

## ***Air Quality***

It is noted that an air quality assessment was not requested through the original DGRs, an Additional Air Quality Assessment (AQA) has been undertaken by SLR Consulting to supplement the Air Quality Report approved as part of the original consent to identify the potential impacts upon air quality from the construction and operation of the facility and provide advice with regard to effective mitigation strategies where necessary.

The Additional AQA is provided as **Appendix 13** and has been prepared with reference to NSW EPA *Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales*.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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The findings of the Additional AQA are summarised below:

- *Existing Local Conditions*

The site is bounded by the Great Western Highway to the north, Brabham Drive to the east and M4 Western Motorway to the south. To the west lies undeveloped land with low density residential use, with Pikes Lane and M7 Westlink Motorway further to the west.

The area will be subject to road traffic exhaust emissions, particularly from the high volume traffic flows along the M4 Western Motorway and M7 Westlink Motorway, and the interchange between the two motorways.

The site is located close to predominantly industrial and commercial land uses to the east, while the Eastern Creek landfill site is located to the south. A search of the NPI Database has identified the following sources of air pollution within the surrounding area:

- Arnott's Biscuits
- Diageo
- Cadbury Schweppes
- Eastern Creek LFG Power Station
- Eastern Creek Waste and Recycling Centre
- Eastern Creek Waste and Recycling Centre (closed landfill)

The following potential emission sites are located within 10 kilometres from the subject site:

- Austral Bricks Plants 1,2,3
- PGH Bricks and pavers
- One Steel
- Wattyl
- Intercast and Forge
- ANPAC Services
- Dunlop Flexible Foams

The nearest receptors in the locality are residential houses on large properties located west of Eastern Creek.

NSW Environmental Protection Authority (EPA) also operates a network of air quality monitoring stations in NSW. The closest monitoring station is located at Chullora. The EPA data archive was searched to determine indicative background air quality data for 2011, which may be used as indicative proxy for the Project Site as background air monitoring.

- *Impact Assessment*

The Additional AQA has considered both Construction and Operational phases of the proposed modification as follows:

Construction Dust

The main impacts are considered likely to be short term nuisance caused by the settling of construction dust on properties, vehicles and street furniture. Impacts may also be found up to 500 m from active construction sites, Bate (1990), and may include visual effects such as reduced visibility and the coating, soiling, physical and/or chemical contamination and corrosion of artefacts, coating of vegetation and contamination of soils and most importantly health effects due to inhalation and dermal absorption through the skin.





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

---

The most significant potential impact on air quality during the construction phase of the development is likely to be associated with dust and fine particulate materials, with key activities identified as:

- demolition of existing structures;
- ground breaking and site preparation;
- excavation;
- storage/use of construction materials;
- windblown material from stockpiles;
- material transfer to and from trucks;
- material spills during transportation and transfer;
- vehicle/plant movements on unpaved roads and over construction sites; and,
- concrete batching and finishing.

### Construction Odour

Given the historic unimproved land uses, it is considered that construction activities would not cause any significant odour emissions.

### Construction Vehicle Emissions

Given the scale of the propose development, and the lack of cut/fill operations generating significant volumes of material import / export from the site, it is not considered that construction vehicle emissions would cause a significant impact.

### Operational Dust

The improvement of the Project Site is anticipated to lead to a beneficial impact upon the local airshed associated with windblown dust emissions.

The improvement of the land to commercial uses will result in a significant reduction in windblown dust emissions, as the Project Site will become increasingly developed to include hard standing areas, lawns, grassed verges, and other hard and soft landscaping etc.

### Operational Odour

It is not anticipated that the operation of the site would lead to any significant odour impacts, and that this would offer neither opportunity nor constraint to the improvement of the site.

### Operational Road Traffic Emissions

Background concentrations of emissions are considered to be low, and it is considered highly unlikely that the additional vehicle movements generated through the land improvements and zoning for general industrial use would cause a breach of the NEPM standards.

Although background concentrations of particulate matter are high, these are episodic in nature and are inferred to be in exceedences of the NEPM standards at times. Given the nature and location of the operational phase activities, it is considered highly unlikely that the identified sources would significantly contribute to local air quality.

#### ■ *Mitigation*

While it is not anticipated that any construction or operational phase activities would give rise to significant air impacts, the Additional AQA provides mitigation measures, so that the impacts associated with the development are minimised as far as practicable and the best practice measures are employed.

The management measures address:

- Dust Management
- Dust Mitigation
- Wind Erosion
- Spoil Stockpiles



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### 5.9 WASTE

The Waste Management Documentation provided at **Appendix 9** comprises:

1. *Metcash Safe Work System Guidelines SWS No. 3.20 - Material & Equipment Disposal*; and
2. *Metcash Australian Packaging Covenant Annual Report*

These documents outline the procedures and targets for waste generation and handling that guides the operational phase of the existing facility and the proposed high bay extension.

#### ***SWS No. 3.20 - Material & Equipment Disposal***

Material and Equipment generated from the Metcash business falls broadly into the following categories:

- Recyclable materials e.g. plastic, glass, cardboard.
- Damaged Goods e.g. Dry groceries, perishable goods and alcoholic beverages.
- Equipment e.g. office faxes, photocopiers, computers, or warehouse forklift, pallet jack machinery for example.

The processes implemented include

- *General:*
  - Ensure that appropriate receptacles for the site are available. Our national waste and recycling contractor is able to provide a range of recycling solutions, including a co-mingled service (cardboard, plastic, glass, tin, aluminium in the one bin) and organics / food waste.
  - Ensure receptacles are appropriately signposted.
- *Recyclable materials:*
  - Glass in approved and adequately marked glass bins or co-mingled bin
  - Plastics in plastics only bins or co-mingled bin and baled if site has plastics baling machine as per the national recycling contract
  - Cardboard/Paper in cardboard/paper bins or co-mingled bin and baled if the site has a baling machine, as per the national recycling contract
  - Residual non-recyclable waste in the general waste bins
- *Damaged Goods:*
  - Staff should attempt to recover damaged stock to a wholesale unit, e.g. 3 cartons with damaged units could be made into 2 whole cartons. This includes replacing damaged items with similar but not the same, e.g. 3 cans of Sprite could make up 21 cans of Coke to a full case.
  - Items less often damaged, or in smaller quantities should be made into mixed pallets and sold at discount to selected supermarkets.
  - Damaged product that is not saleable, but still is wholesome is donated to an appropriate charity, e.g. Foodbank, OzHarvest, the Salvation Army or the RSPCA.
  - Damaged product that is not wholesome or saleable, where practical, should be separated food from container, with food going in the Organics bin and the container going in the Co-mingle bin.
  - Where not practical to separate the item goes in the General Waste bin.
  - If dangerous, stored in appropriate allocated quarantine area and adequately bunded area on site.
- *Equipment:*
  - Should be purchased / replaced with a view to reuse, recycling, or end of life takeback by the supplier.
  - Should be donated if still useable to an appropriate charity e.g. Salvation Army.
  - Stored and packed in designated area for site.



## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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### ***Metcash Australian Packaging Covenant Annual Report***

Metcash has been an Australian Packaging Covenant (APC) member since its first inception as the National Packaging Covenant in 2000, being the first retail sector signatory to the covenant.

The Australian Packaging Covenant is an industry led co-regulatory agreement with the federal government to improve management of packaging in Australia. In 2000 when the NPC was formed, there was a focus on litter reduction and reducing waste to landfill of signatory companies. As the NPC has been refined, the focus today is on intelligent design for social and environmental sustainability when a product's packaging is being designed, as well as a continued focus on reducing littering. This holistic view of sustainability as both social and environmental will help ensure the economic viability of industry in Australia by making better product packaging that:

- Protects the product
- Is easy for consumers to open and use all of the product
- Is manufactured and delivered in an environmentally sensitive manner
- Reduces the use of non-recyclable, non-reusable or non-biodegradable packaging
- Reduces packaging that could lead to littering
- Educating consumers
- Fund projects to reduce littering and encourage all of the above

The Annual Report provided outlines the measures undertaken to minimise packaging waste and ongoing programs to reduce future consumption.



## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## **PART F STATEMENT OF COMMITMENTS**

No proposed modifications will be undertaken in accordance with the Statement of Commitments approved under Project Approval 10\_01040 except where required by this Section 75W Modification and supporting documentation.





## Section 75W Modification

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## PART G CONCLUSION

The proposed modification of the approved Metcash Warehouse and Distribution facility at the corner Brabham Drive and Huntingwood Drive to construct and use a new high bay extension at the southern end of Warehouse is consistent with Project Approval MP 10\_0140.

The proposed high bay warehouse is suitably separated from residential areas and can be serviced by adequate infrastructure.

The proposal will complement the adjoining industrial precinct and enable the operations of Metcash to be undertaken in an efficient and integrated manner, thereby benefiting the numerous retail stores across New South Wales.

The proposal is consistent with the State Plan (*NSW 2021: A Plan to Make NSW Number One*) and the Sydney Metropolitan Strategy. The proposed development is also consistent with the legislative and policy framework for the local and regional area.

Based on the findings of this EIS, the modification is suitable for the local context and is appropriate based on social, cultural, economic and environmental considerations.

As such, it is recommended that the proposal be supported by the Department of Planning and Infrastructure.



## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## APPENDIX 1

Project Approval MP 10\_0140



**Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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APPENDIX 2  
Architectural Design Statement and Montages



## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## APPENDIX 3 Architectural Plans





## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## APPENDIX 4 Landscape Plan



**Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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APPENDIX 5  
Dangerous Goods Statement



## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## APPENDIX 6 Site Audit Statement



## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## APPENDIX 7 Traffic and Parking Assessment





## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## APPENDIX 8 Civil Engineering Addendum



## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## APPENDIX 9 Waste Management Documentation



## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## APPENDIX 10 Fire Safety Strategy



## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## APPENDIX 11 Additional Noise Assessment



## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## APPENDIX 12 Building Code of Australia Assessment Report





## **Section 75W Modification**

Project Approval 10\_0140

Metcash Distribution Facility, Huntingwood West

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## APPENDIX 13 Additional Air Quality Assessment

