



Section 75W Application

Project Appplication (MP10_0140)

Metcash Distribution Centre – New Viewing
Room,

Bungaribee Industrail Estate, Huntingwood
West

(Lot 34 DP16557)

Prepared by McKenzie Group Consulting Planning
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Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

TABLE OF CONTENTS

EXECUTIVE SUMMARY	iii
PART A PRELIMINARY	1
1.1 INTRODUCTION	1
1.2 BACKGROUND	1
1.3 METCASH OPERATIONS	3
1.4 STRATEGIC PLANNING CONTEXT	4
PART B SITE ANALYSIS	6
2.1 SITE LOCATION	6
2.2 EXISTING SITE CHARACTERISTICS	6
2.3 LAND OWNERSHIP	7
2.4 SITE CONTEXT	8
PART C PROPOSED MODIFICATIONS	10
3.1 DESCRIPTION OF THE PROPOSAL	10
3.2 SUPPORTING DOCUMENTATION	10
PART D LEGISLATIVE AND POLICY FRAMEWORK	11
4.1 COMMONWEALTH PLANNING CONTEXT	11
4.1.1 Commonwealth Environmental Protection and Biodiversity Conservation Act, 1999	11
4.2 STATE PLANNING CONTEXT	11
4.2.1 Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulations 2000	11
4.2.2 Threatened Species Conservation Act 1995	11
4.2.3 Protection of the Environment Operations Act 1979	11
4.2.4 Heritage Act 1977	12
4.2.5 State Environmental Planning Policy (Major Development) 2005	12
4.2.6 State Environmental Planning Policy (State and Regional Development) 2011	15
4.2.7 State Environmental Planning Policy (Western Sydney Employment Area) 2009	15
4.2.8 State Environmental Planning Policy (Infrastructure) 2007	15
4.2.9 State Environmental Planning Policy No. 33 – Hazardous and Offensive Development	16
4.2.10 State Environmental Planning Policy No. 55 – Remediation of Land	16
4.2.11 State Environmental Planning Policy No. 64 – Advertising Structures and Signage	17
4.3 REGIONAL PLANNING CONTEXT	17
4.3.1 Metropolitan Plan for Sydney 2036	17
4.3.2 Metropolitan Transport Plan	18
4.3.3 Draft North-West Subregional Strategy	19
4.4 LOCAL PLANNING CONTEXT	20
4.4.1 Blacktown Local Environmental Plan 1988	20
4.4.2 Draft Environmental Planning Instruments	20
4.4.3 Huntingwood West Development Design Controls	20
4.4.4 Blacktown Development Control Plan 2006	26
4.5 PLANNING AGREEMENTS	26
PART E ENVIRONMENTAL ASSESSMENT	28
5.1 STRATEGIC AND STATUTORY CONTEXT	28
5.2 INFRASTRUCTURE	28
5.3 TRAFFIC, ACCESS AND PARKING	28
4 NOISE AND VIBRATION	28
5.5 SOIL AND WATER	28
5.6 URBAN DESIGN AND VISUAL QUALITY	28
5.7 SUSTAINABILITY	28
5.8 HAZARDS	29
5.9 WASTE	29
PART F STATEMENT OF COMMITMENTS	30
PART G CONCLUSION	31

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

APPENDICES

Appendix 1	Project Approval 10_0140
Appendix 2	Project Approval 10_0140 MOD 1
Appendix 3	Architectural Plans
Appendix 4	Building Code of Australia
Appendix 5	Fire Safety Statement

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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 construction and use of a viewing area at the southern end of existing Warehouse 1.

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 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).

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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 construction and use of a viewing room at the southern end of existing Warehouse 1. The modification will not alter and building envelope, landscaping and or access arrangements for the facility or the Bungarree facility.

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.

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 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.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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.

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.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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 103,087m² 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.

Project Application MP10_140 MOD 1

A Modification to MP10_140 was submitted in November 2012 seeking development consent for demolition of mining building elements such as awning and pre cast panels and the installation of a new high bay warehouse to replace the existing stage 5 of Warehouse 1. Additional hardstand, heavy vehicle parking, landscaping and signage to further support the High Bay Warehouse were also approved under the modification application.

Approval for this Modification was granted 08 March 2013.

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

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

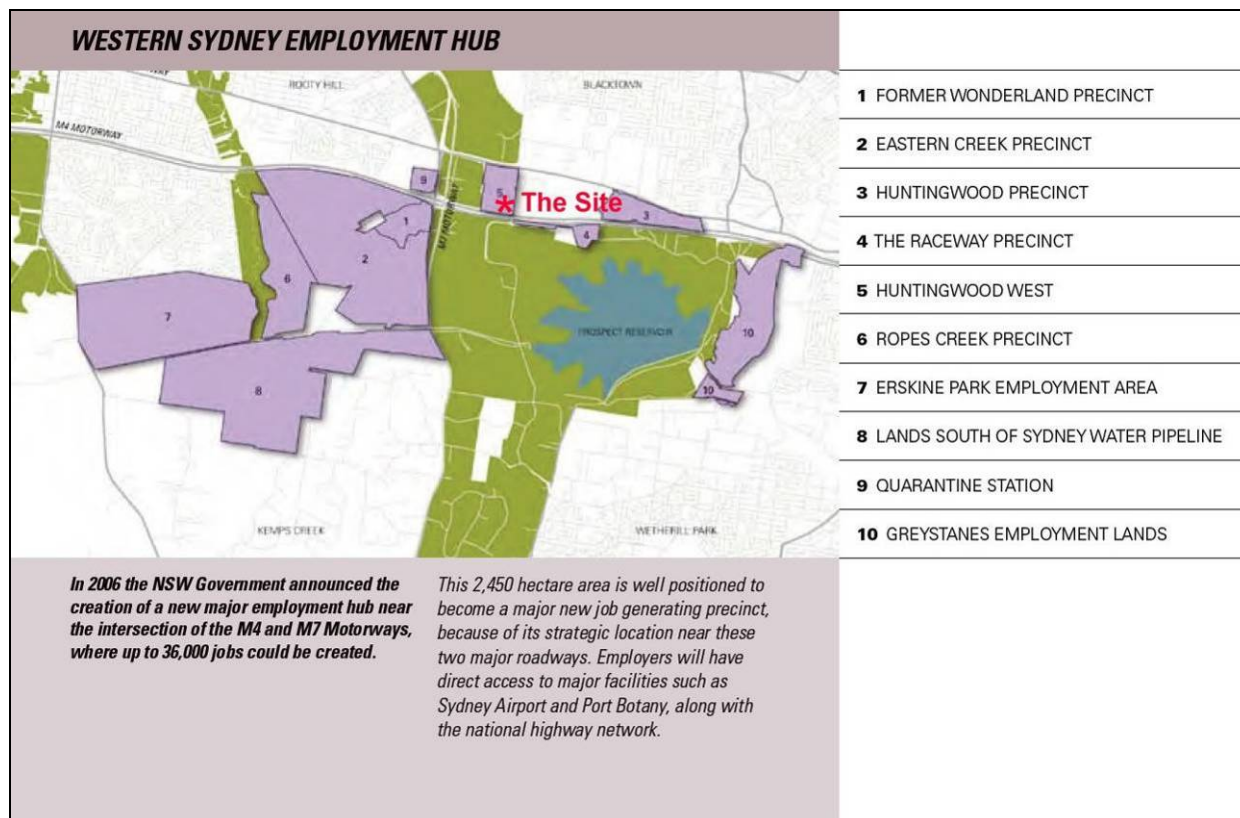


Figure 1 - Western Sydney Employment Hub (Source: NSW Department of Planning, 2007)

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**.

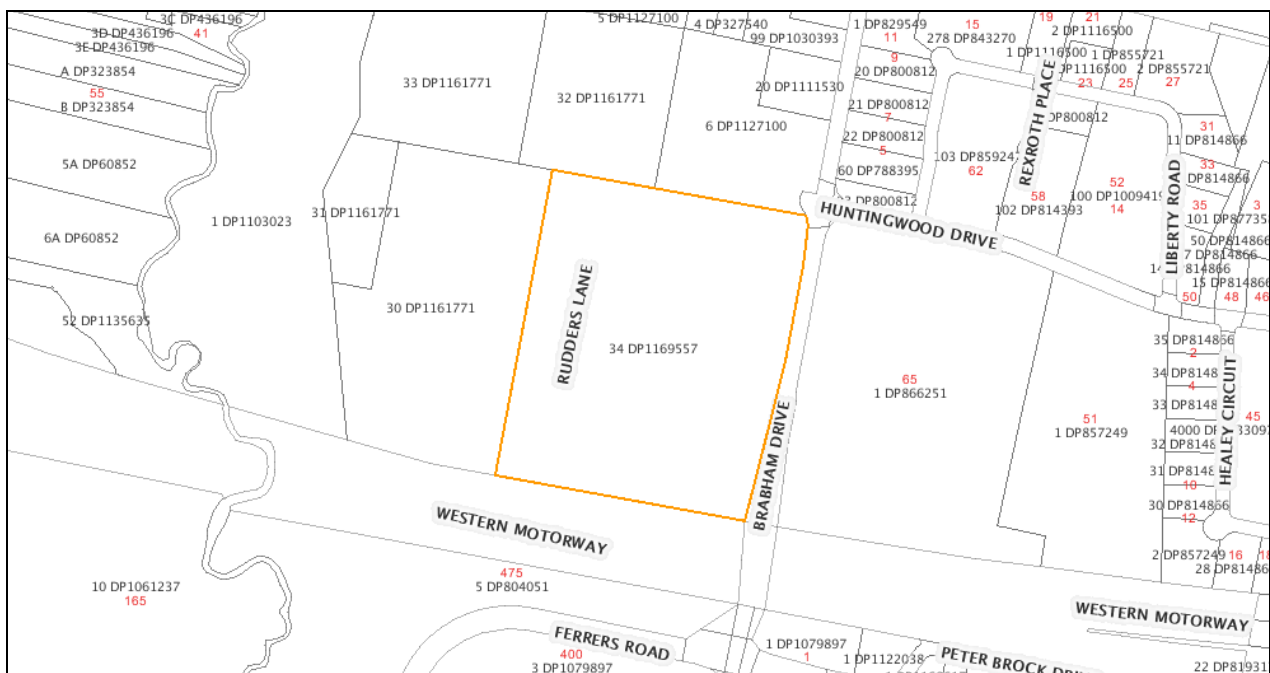


Figure 2 – Site Location (Source: NSW Land and Property Information, 2013)

2.2 EXISTING SITE CHARACTERISTICS

An aerial photograph of the site, showing the current site characteristics 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

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 (Source: NSW Land and Property Information, 2013)

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

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 4**). 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.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West



Figure 4 – Local Context (Source: NearMap, 2011)

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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 of a small viewing area in the southwestern corner of Warehouse 1. The viewing area will be located on the first floor and be connected to the existing lunchroom facilities at the southern end of the warehouse.

While the proposed modifications represent a minor increase in the gross floor area of the site, there will be no change to the approved land use, operational hours, staff or visitors or quantity/type of materials to be handled and stored at the facility.

3.2 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
Project Approval 10_0140 MOD 1	08 March 2013	Department of Planning	2
Site Plan	21 October 2013	Giles Tribe Architects	3
New Viewing Room	21 October 2013	Giles Tribe Architects	3
Building Code of Australia Assessment Report	30 October 2013	Blackett Macguire Goldsmith	4
Fire Safety Strategy	29 October 2013	Rawfire	5

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

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 5**.

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

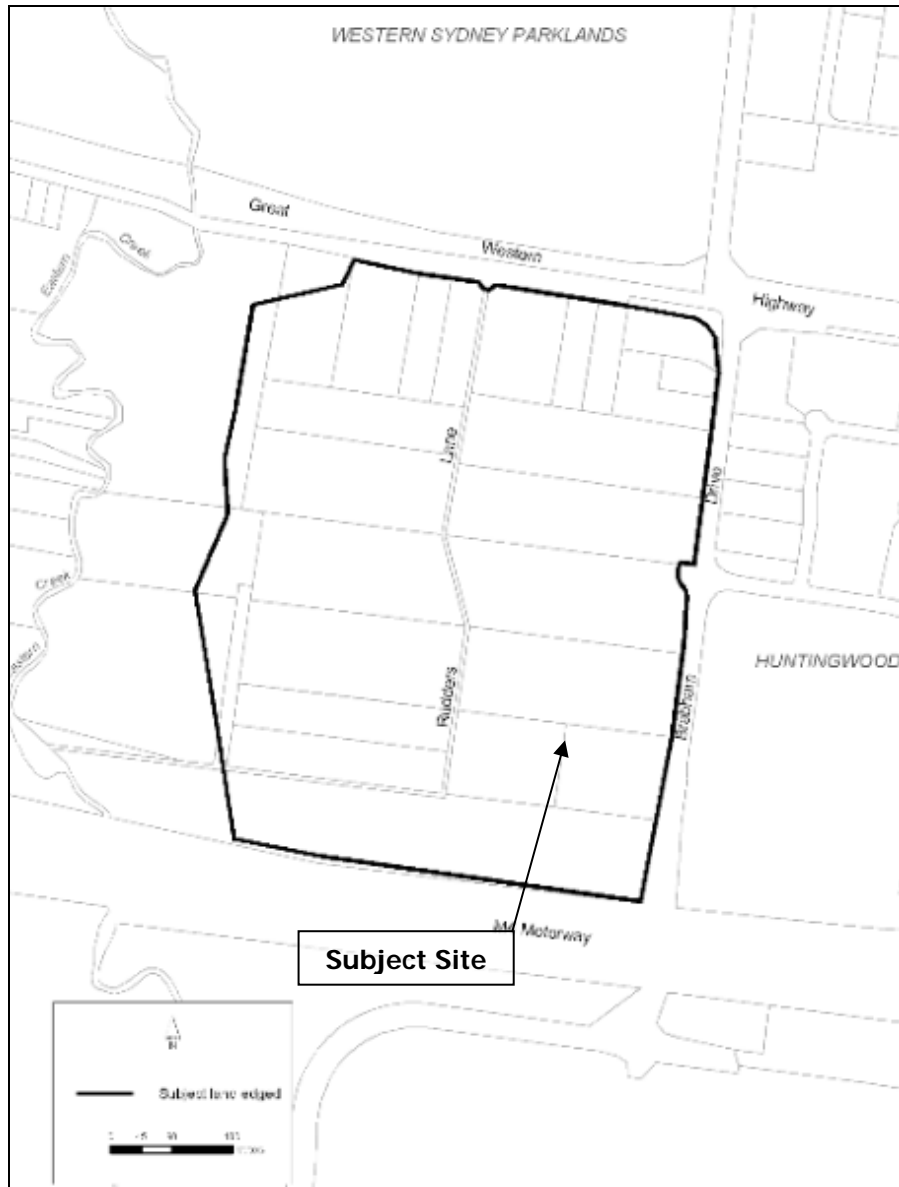


Figure 5 - SEPP (Major Development) 2005 - Huntingwood West Precinct (Source: NSW Department of Planning, 2006)

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 will provide facilities better responding to the needs of Metcash a significant employer in the area without significant environmental impact.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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 integrating the modification into existing development

Height of Buildings

No maximum building height of the site will not be increased as a result of the subject proposal.

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.

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 6**).

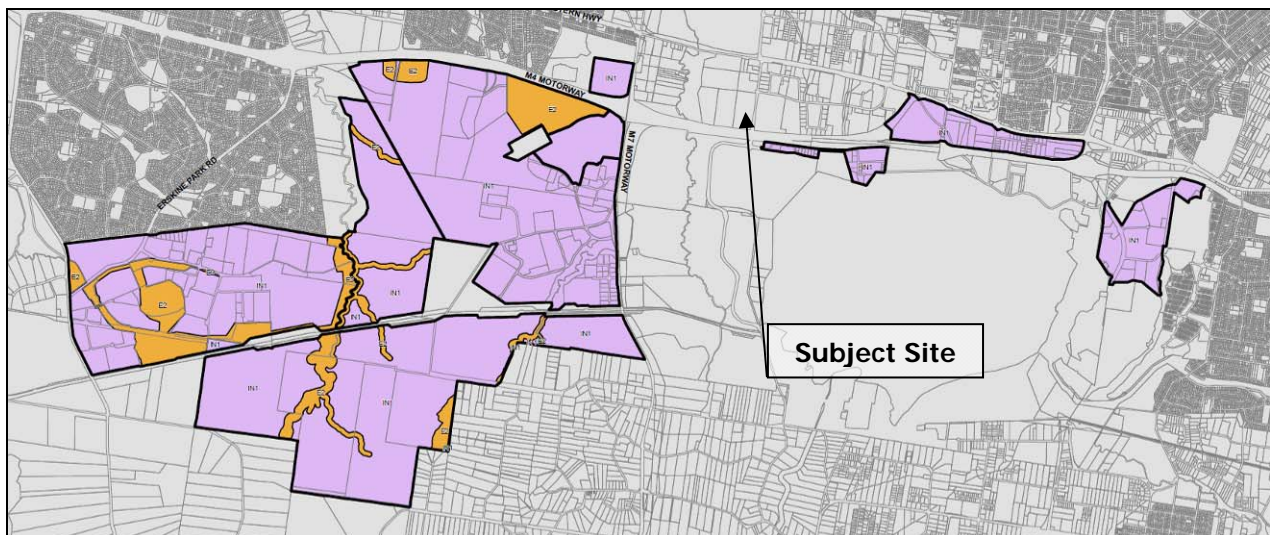


Figure 6 - State Environmental Planning Policy (Western Sydney Employment Area) 2009 Zoning Map
(Source: NSW Department of Planning, 2009)

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

The referral thresholds for 'Industry' development are:

- *20,000m² or more in area with site access to any road; or*
- *5,000m² 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 20,000m² 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*).

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 proposal does not seek to alter the existing chemicals which are stored on site.

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 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

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

however, reasonable to conclude on the basis of the sampling program carried out, and professional judgement, that overall contamination risks are likely to be low in relation to the size and value of the site.

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

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

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

No further remediation will be undertaken as a result of the proposal.

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

No modification to the approved Advertising Signage is sought under this Section 75W application.

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 when considered holistically 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 7**.

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 8**). The proposal is consistent with the aim of providing the job target for the Employment Hub.

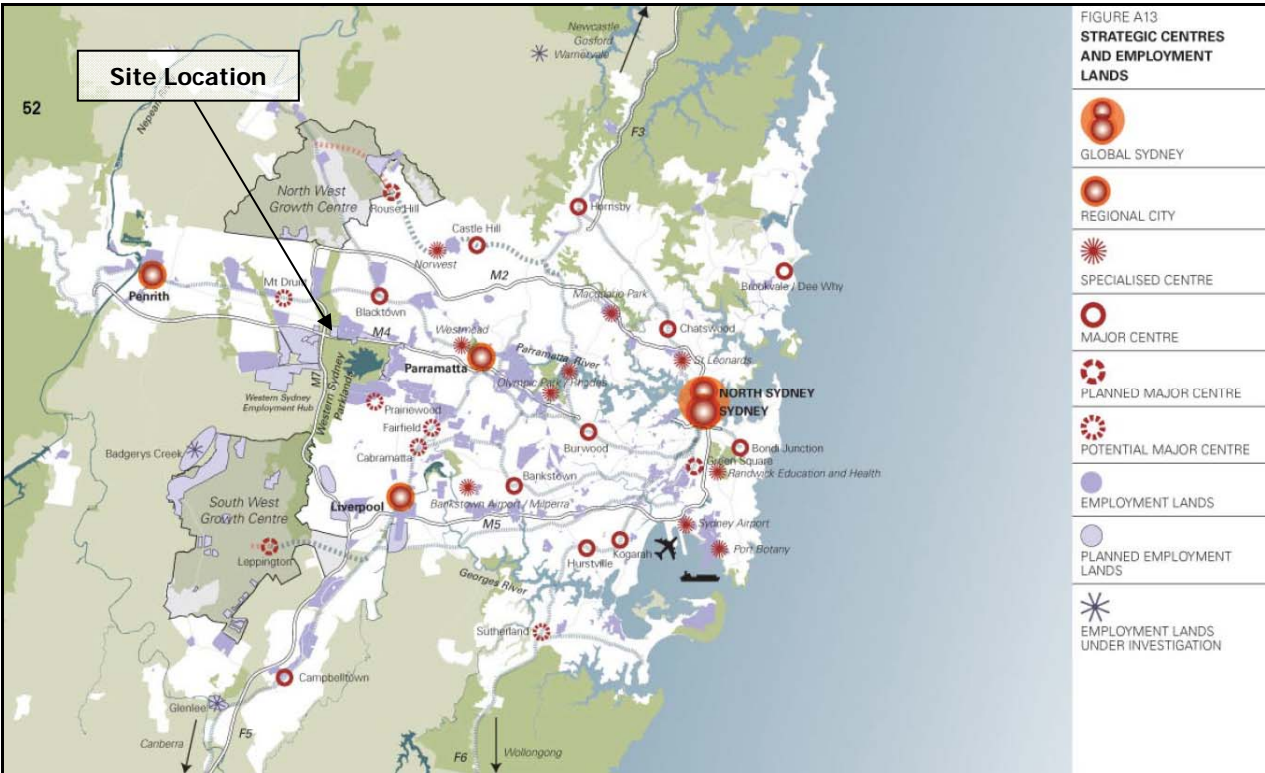


Figure 7 - Strategic Centres and Employment Lands (Source: Metropolitan Plan for Sydney 2036, NSW Department of Planning, 2010)

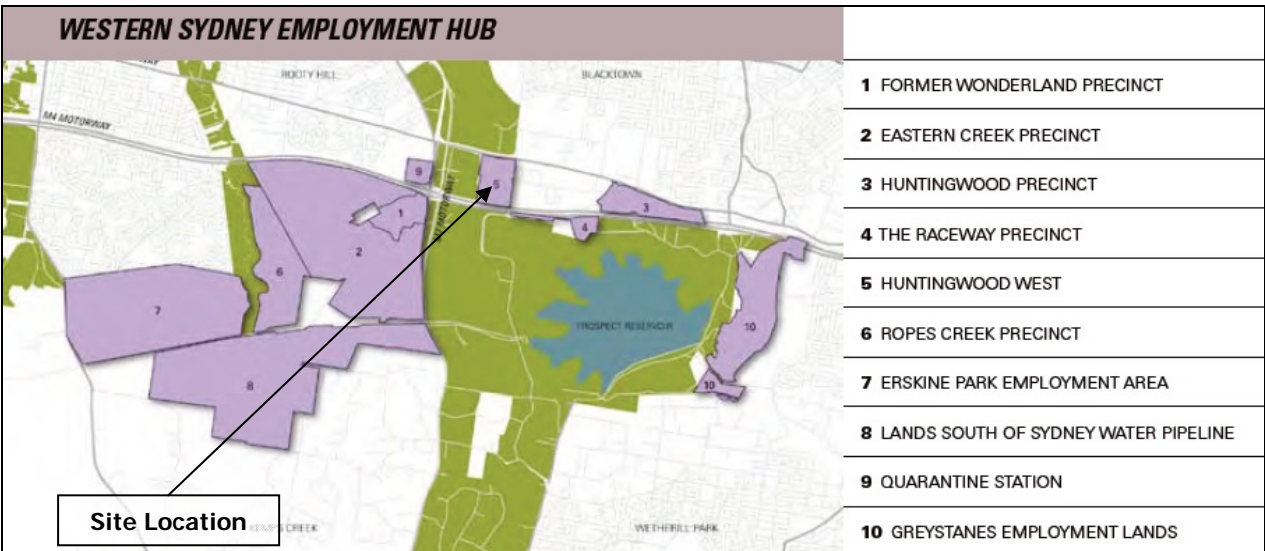


Figure 8 - Western Sydney Employment Hub Map (Source: Metropolitan Plan for Sydney 2036, NSW Department of Planning, 2010)

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.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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.

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 9**).

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
TOTAL	237,000	367,000	+130,000

Figure 9 - North West Subregional Strategy Employment Targets (Source: NSW Government)

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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 10**.

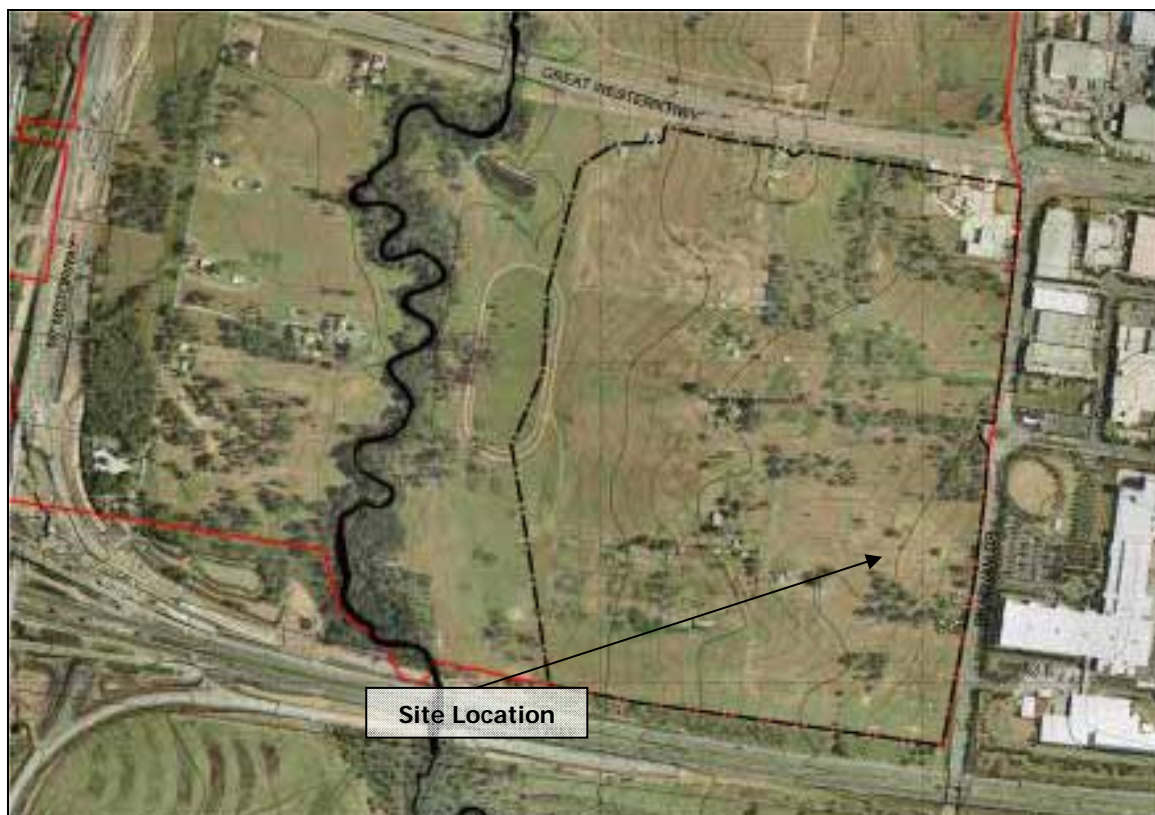


Figure 10 - Land to which the Huntingwood West Development Design Controls Apply (Source: Architectus, 2006)

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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 Bungarribee Estate.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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 which will not be altered as a result of the proposal.

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

- *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.

- *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 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.

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 removed as part of the stage 1 Infrastructure works.

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.*

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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. 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 Bungaribee Estate. No new roads or modification to approved roads is to result from the proposal.
- *Pedestrian and Cycle Network*
The approved pedestrian and cycleway network will not be altered by the proposed development.

Landscape and Drainage Network

The proposal will not alter the existing landscaping and drainage area of the Bungaribee Estate.

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 Bungaribee Estate. No new roads or modification to approved roads is to result from the proposed modification.
- *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.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

- *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.

- *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. No further services are required.

- *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

The proposal will not alter the existing Water Cycle Management procedures in place for the site.

- 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.

- *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.*

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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

Frontage Development

The site layout has positioned the viewing area 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.

Building Envelope

The proposed viewing area is wholly internal to the existing approved building envelope.

Parking

The proposal will result in a minor increase in the overall floor space of the development. The minor increase however will not generate additional staff or further intensify the use and as such a review of parking spaces within the development is not considered necessary. No spaces will be removed as a result of the proposal.

Loading and Servicing

Loading and servicing areas previously approved by the NSW Department of Planning and Infrastructure will not be altered as a result of the proposal.

Recycling and Waste Management

Recycling procedures approved under the original project approval and subsequent Section 75W application will be maintained as part of the proposed modification.

Allotment Landscape Design

Existing landscaping for the site will not be altered as a result of the proposal.

Private Domain Signage

No signage is proposed as part of the subject modification application.

Fences and walls

No change to the approved fencing is proposed.

External Industrial Activities

No additional external industrial activities are proposed under the subject modification application.

Safety

The proposed modification is wholly internal and will not impact on the existing safety and security measures adopted for the site.

Air Quality

Air Quality will not be impacted by the proposed viewing room.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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.

- ***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.

- ***Services***

All essential services are available to the site and capable of supporting the proposal.

- ***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).

- ***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 procedures approved under the original project approval and subsequent Section 75W application will be maintained as part of the proposed modification.

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.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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. The existing infrastructure is capable of meeting the demands of the viewing room without further expansion.

5.3 TRAFFIC, ACCESS AND PARKING

The proposal will result in a minor increase in the overall floor space of the development. The minor increase however will not generate additional staff or further intensify the use and as such a review of parking spaces within the development is not considered necessary. No spaces will be removed as a result of the proposal.

4 NOISE AND VIBRATION

The proposed viewing room will not increase truck movements in the site and will not impact on the existing acoustic mitigation methods approved for the site.

5.5 SOIL AND WATER

The existing soil and water management procedures put in place for the site will not be altered as a result of the proposal.

5.6 URBAN DESIGN AND VISUAL QUALITY

The proposed works are wholly internal and will not alter the building envelope or external design features.

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.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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.

Landscaping

The existing site landscaping will not be altered as a result of the proposal.

Stormwater Management

The measures to minimise pollution, run-off and water consumption as approved have been integrated into the proposal previously approved and will not be modified as a result of the proposal.

5.8 HAZARDS

Dangerous Goods

Additional Dangerous Goods will not be stored on the site as a result of the proposal. The proposal will not restrict the handling of the existing dangerous goods stored on the site.

Fire Engineered Alternative Solutions

The proposal will be undertaken in accordance with the existing alternative solutions approved for the site. A Fire Safety Engineering Report is attached as **Appendix 5** of this report.

Air Quality

Air Quality will be impacted by the proposed viewing area. The existing air management systems will be maintained as part of the proposal.

5.9 WASTE

The proposal will not alter the existing and approved waste management procedures in place for the site and the Bungaribee estate as a whole.

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

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

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 viewing room at the southern end of Warehouse is consistent with Project Approval MP 10_0140 and Project Approval MP 10_0140 MOD1.

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

APPENDIX 1

Project Approval MP 10_0140

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

APPENDIX 2

Project Approval MP 10_0140 MOD 1

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

APPENDIX 3 Architectural Plans

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

APPENDIX 4
Building Code of Australia Assessment Report

Section 75W Modification

Project Approval 10_0140

Metcash Distribution Facility, Huntingwood West

APPENDIX 5

Fire Safety Report