

BUNNINGS AUSTRALIA

GATEWAY PLANNING PROPOSAL
for

HARDWARE & BUILDING SUPPLIES
WAREHOUSE

at

THE HORSLEY DRIVE, SMITHFIELD
FAIRFIELD CITY COUNCIL

MARCH 2010

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TABLE OF CONTENTS

1.	INTRODUCTION.....	1
1.1	Preliminary	1
1.2	This Report.....	1
2.	THE PROPOSED DEVELOPMENT	3
2.1	The Hardware and Building Supplies Warehouse.....	3
2.2	Other Components of the Proposal	4
3.	ZONING ISSUES..	6
3.1	Council Controls	6
3.1.1	Fairfield Local Environmental Plan 1995	6
3.1.2	Council's Intentions.....	7
3.2	Statutory Change Required by Bunnings.....	9
3.3	Resolution Sought from Council	11
4.	PLANNING ISSUES.....	12
4.1	Introduction.....	12
4.2	Discussion of Planning Considerations.....	12
4.2.1	Strategic Planning Issues.....	12
4.2.2	Environmental, Social and Economic Impacts.....	16
4.3	Key Traffic and Access Issues.....	22
4.4	Conclusion and Recommendations.....	23

ATTACHMENTS

- A. Schematic Site Development Drawings
- B. Department of Planning letter regarding hardware and building supplies
- C. TTPA Report on Traffic and Parking considerations
- D. Letter from Current Owner
- E. Assessment of Site Availability

I. INTRODUCTION

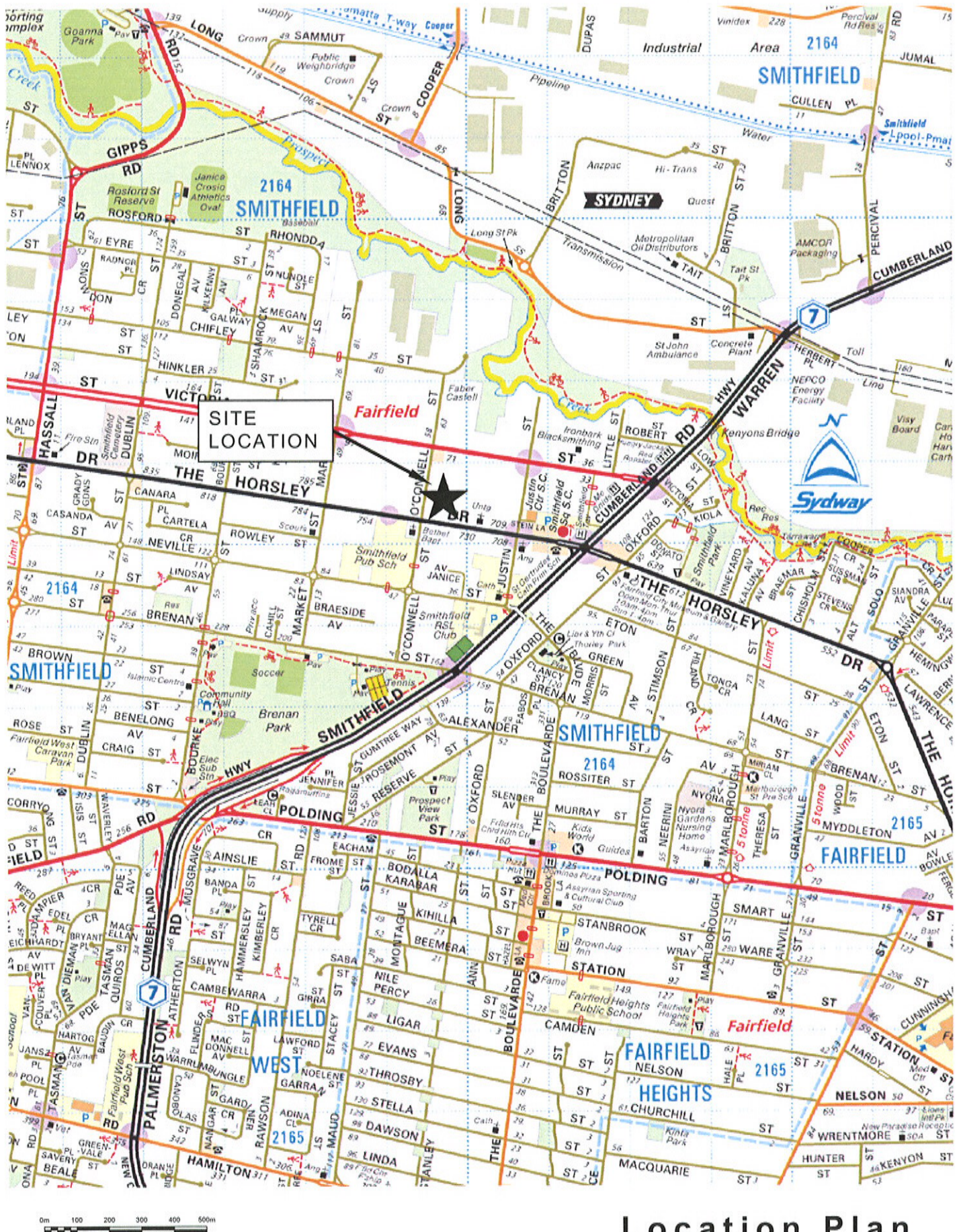
I.1 Preliminary

This report constitutes a planning proposal application (PPA) to Fairfield City Council in respect of an 8060m² parcel of land in the Smithfield Industrial Area as located at Figure 1 and identified in red outline at Figure 2, in support of a request by Bunnings Australia that Council commence the LEP rezoning procedures to allow a Bunnings Hardware and Building Supplies Warehouse there. The owner's approvals for Bunnings to lodge this rezoning application to permit '*Hardware and Building Supplies*' as an additional permissible use over the land is contained in Attachment D to this Report. Fairfield Council resolved on 9 February 2010 in relation to this proposal, to receive and consider this spot rezoning application.

I.2 This Report

The purpose of this PPA Report is to provide Council sufficient information on the proposed development to enable Council to resolve (a) to support the necessary rezoning as a formal Planning Proposal for the purposes of the Environmental Planning and Assessment Act, and (b) that it be forwarded to the Department, in company if necessary with further material prepared in accordance with possible Departmental response under the recently introduced Gateway Provisions, as an application to commence the Gateway Process. Accordingly this preliminary report is designed to present the key components of the proposal sufficient to allow Fairfield Council to form a view on whether the rezoning should be supported, in order to enable it to pass the resolution sought (see section 3.3 of this report).

The proposed development and related undertakings are described in Chapter 2. Zoning issues are discussed in Chapter 3. Planning issues are discussed in Chapter 4. Relevant reference material is included in the Attachments, and relevant figures are contained within the text of this report.





LEGEND



SITE

FIG 2

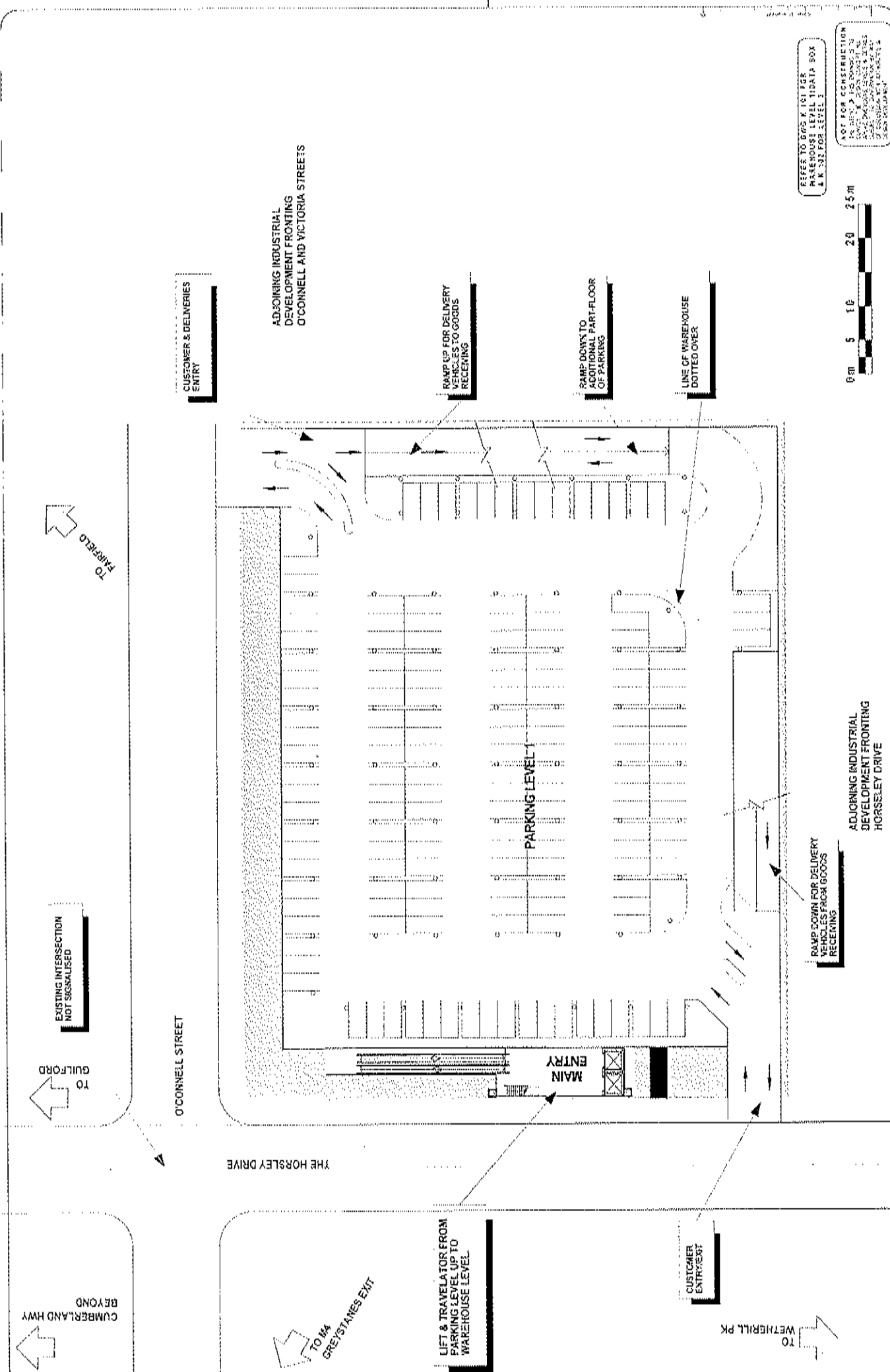
2. THE PROPOSED DEVELOPMENT

2.1 The Hardware and Building Supplies Warehouse

The Schematic Concept Plans for the Bunnings warehouse on Lot 1 DP541457 are shown at Attachment A. Although these plans for this 8060m² parcel of land will undoubtedly evolve with the benefit of further discussion with Council planners and engineers before any DA is submitted, the key elements of the proposal include the following:-

- ☐ Employment for some 160 persons (M & F of all ages);
- ☒ Enclosed and roofed warehouse floorspace of c.7765m² on two trading levels, with all stock storage located in high racking above stock displayed for sale;
- ☒ High clearance space (tempered and fan-circulated but non-airconditioned), between 15 and 16 metres height above ground level at the street;
- ☒ Nursery and landscape supplies area of c.1135m²;
- ☒ Main store presentation to The Horsley Drive, stepping up to the rear.
- ☒ Generous landscaped setbacks to both frontage roads, and to residential uses across The Horsley Drive;
- ☒ Carparking for c.250 cars in basement/undercroft on two levels;
- ☒ Separate area for deliveries and service vehicles, accessed off O'Connell Street;
- ☒ Main customer access off O'Connell Street, secondary access (cars only) left in/left out (cars + service vehicles) only on The Horsley Drive.

The architectural treatment of the proposed building will involve ribbed concrete panels painted the Bunnings trademark green, with stark white highlights top and bottom and Bunnings identification signage integrated into the wall design. The main warehouse building will be 14 metres tall to top of parapet, stepping down by 6 to 8 metres to the lower nursery and landscape supplies section fronting The Horsley Drive, behind a 6 and 8 metres (variable) deep landscaped strips and enhanced street verge plantings. The lower section of building will display a different architectural treatment to the main warehouse structure, with white banding to reduce perception of bulk and introduce



PROPOSED BUNNINGS WAREHOUSE
 CN3 THE HORSLEY DR & O'CONNELL ST,
 SMITHFIELD NSW 2164

**CONCEPT 1
PARKING LEVEL 1**

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 ARCHITECTS PLANNERS & ENGINEERS
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DATE: 22/05/2014
SCALE: 1:500
PROJECT NO: K 193
DATE: JUN 13

additional interest. The main building orientation will be towards O'Connell Street to the west, with the glassed entry portico and travelator enclosure located in the centre of the western façade, well-removed from public roads in order to limit the possibility of customers walking in from cars parked off-site.

2.2 Other Components of the Proposal

Bunnings is also proposing to do the following additional things as part of this proposal:-

- a) Signalise the intersection of The Horsley Drive and O'Connell Street
- b) Relocate and make good the existing pedestrian signals on the Horsley Drive immediately to the west
- c) Undertake certain playgrounds works on the primary school land (to be agreed with school)
- d) Design the warehouse layout to limit all truck and service vehicle site ingress to O'Connell Street
- e) Construct median at Horsley Drive to restrict movements to left in/left out
- f) Landscape all the surrounding verge and reconstruct all footpaths, kerbs and gutters.

2.3 Existing Industrial Development in the Vicinity

The following photographs described below, and the aerial photographs provided, illustrate existing industrial development in the vicinity of the site, as follows:-

Photograph A -- Site (west section) looking south across The Horsley Drive

Photograph B -- Site (east sections), includes green building

Photograph C -- View down O'Connell Street, site on right

Photograph D -- Industrial development across O'Connell Street

Photograph E -- Horsley Drive development immediately west of O'Connell Street

Photograph F – Horsley Drive development immediately east of the subject land





B



C



D



E



F

3. ZONING ISSUES

3.1 Council Controls

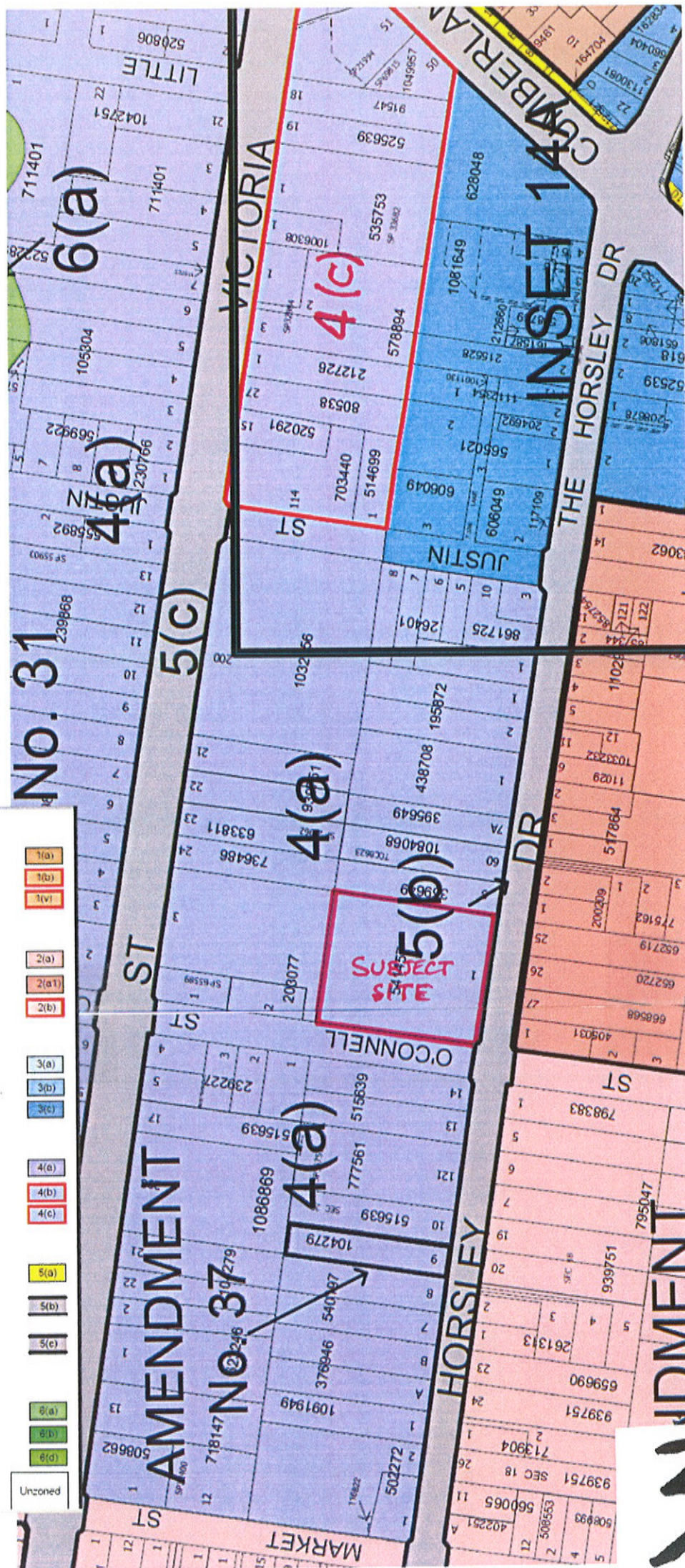
3.1.1 Fairfield Local Environmental Plan 1995

The subject land is currently zoned Industrial 4(a) under the Fairfield LEP 1994. That zoning explicitly prohibits *'bulky goods retail'* ('BGR'), and includes no other suitable land-use definition such as *'timber and building supplies'* under which Bunnings might seek development consent. It is located some 200 metres west of the Smithfield 3(c) Business zone . See Figures 1 and 2.

Under FLEP 1994, retail uses are only permissible in the 4(a) zone where they are ancillary to industrial, or serve the convenience needs of the workforce, or the ancillary sale of motor vehicle components. Other permissible uses, aside from industrial, include clubs, educational establishments, sporting stadia, heliports, junkyards, motor showroom, manufactured house estates, theatres, licensed premises, places of worship, nursery/landscape supplies, recreation facilities, refreshment rooms, sawmills, service stations, transport depot, transport terminal, smash repairs, vet hospital and warehouse. This is a wide range of other permissible uses, but does not extend to hardware and building supplies, a use which is, nonetheless, consistent with the first of the 4(a) zone objectives, which reads:-

"The objectives of the 4(a) zone in FLEP 1994 are:

"(a) to encourage the establishment of a broad range of industrial and allied uses which will generate employment and contribute to the economic development of the City of Fairfield."



- UNZONED

Unzoned

3

The current LEP permits Bulky Goods Retail in its 4(c) Special Industrial Zone. There is a parcel of 4(c) zoned land of some 3 hectares in total adjoining the northern boundary of the Smithfield centre, totally built up (see detailed discussion of 4(c) lands survey at Attachment E). There is also further 4(c) zoned land on the northern side of The Horsley Drive commencing some 3.2 km west of the subject land. However as also discussed later in this report at Attachment E, the only two parcels of land potentially large enough for a Bunnings facility are further west again, and neither suitable nor available to Bunnings. In any event, they are too far west for Bunnings' catchment requirements.

Bunnings would also be permissible in the Fairfield business zones, but no sites of sufficient size are available – nor would their development for a Bunnings outlet be commercially viable, given the cost structure and land area requirements of Bunnings' operation.

3.1.2 Council's Intentions

Council's Employment Lands Strategy Study of February 2008 was prepared by Hill PDA as a policy precursor to relevant elements of Council's required Standard Principal LEP, which is supposed to be on exhibition as a draft by mid 2010 (although this is thought unlikely). The Strategy Study recommended that the Industrial 4(a) land go to General Industrial IN1 under the Standard LEP. It also recommended that bulky goods retail (BGR) be restricted to the present Special Industrial 4(c) zone which was said to become B6 Enterprise Corridor zone, in which it was claimed (in error) that BGR would be a mandated permissible use. The Study also recommended that a small area of 4(a) General Industrial land on The Horsley Drive and Market Street just west of the subject land, be rezoned to allow BGR as well.

The Strategy Study made no distinction between BGR and *'timber and building supplies'* ('T&BS'), the latter being a mandated permissible use in the Template

B6 zone. However, the Department has since instructed that the Special Industrial 4(c) zone become not B6, but B5 Business Development zone, which does not currently mandate T&BS as a permissible use, but which would still include BGR as a discretionary permissible use and possibly also T&BS as well. It also instructed that The Horsley Drive/Market St 4(a) land go to General Industrial IN1 zone in the Principal LEP rather than allow BGR.

The Council's strategic planning work on this new Principal LEP is not yet far advanced, and my discussions with them would suggest that little thought has yet been able to be given to that distinction (ie. between BGR and *'timber (or hardware) and building supplies'*).

Based on the above analysis, the current position would appear to be that Bunnings may be permissible on future B5 land which is currently Special Industrial 4(c) land, and which is extensive to the west in Wetherill Park along The Horsley Drive. There may also be limited areas of B6 Enterprise Corridor zone on the edges of existing centres which would permit Bunnings. However Bunnings would not necessarily be a permissible use in any of the IN1 and IN2 zones, which are the extensive existing 4(a) General Industrial and 4(b) Light Industrial zones respectively (see further discussion on this aspect at #3.2 below).

This permissibility would therefore not necessarily extend to the site that is under Bunnings' present investigation. Furthermore, the new Fairfield Principal LEP is unlikely to be introduced much before end-2011. Appropriate provisions would therefore need to be incorporated in the current FLEP 94 in order to enable Bunnings to establish in the area, and in due course be carried across to the draft Principal LEP.

3.2 Statutory Change Required by Bunnings

With regard to necessary statutory change, it is important to recognise, as noted above, that the new Departmental Template LEP makes a very clear distinction in its thinking between a new standard land use currently referred to as Timber and Building supplies, and Bulky Goods Retail. Bulky Goods Retail uses are to be curtailed outside of business centres, whereas Timber and Building Supplies (being a use adjudged to have "...operating characteristics akin to industrial") can be considered for inclusion in Template industrial zones. In fact, as can be seen from the recent Departmental letter at Attachment B to this report, the Department is considering making the use a mandatory permissible use in the Template IN2 zone, and discretionary for Councils in their IN1 zones. From Bunnings' dealings with the Department that proposition is understood to reflect the Department's recognition that such area-extensive hardware and building supplies can be appropriately located in Industrial zones, in clear contra-distinction from bulky goods retail which are not.

As noted, the Fairfield Principal (or 'Template') LEP realistically is not anticipated to be introduced until mid to late 2011. Under those circumstances, and in conformity with the Department's Gateway Process, the appropriate statutory response is to amend the Fairfield LEP 1994 using terms already employed in that Instrument, rather than introduce terminology or statutory structure utilised in the upcoming Template LEP.

With that principle in mind, the following observations are made regarding the existing statutory context:-

- Clause 26 of FLEP 1994 also provides for certain additional purposes listed in Schedule 2 of the LEP to be permissible with Council consent, including sites along The Horsley Drive.

There are a number of ways in which the necessary statutory amendments can be made in order to make the Bunnings proposal permissible with consent on the land. The proposed path above, as discussed with both Council and Departmental planners, is that

it be pursued on Council's initiative, as an LEP amendment to FLEP 1994 via the Gateway Rezoning Process, whereby the amending LEP can also retain the underlying 4(a) zoning and simply introduce a new use overlay. This latter course of action is potentially the least complex and more likely to be acceptable process. It would also adopt the new suggested land-use definition of *'hardware and building supplies'* as foreshadowed in the Department's letter at Attachment B.

Although the actual drafting of the amending LEP will be subject to agreement of the Department and Parliamentary Counsel, the following approach is suggested for consideration:-

Fairfield Local Environmental Plan 1994 – Amendment No. x

- (1) The purpose of this LEP is to make permissible with Council consent *'hardware and building supplies'* on the land in Smithfield shown hatched on the map, being Lot DP541457
- (2) This LEP amends the provisions of FLEP 1994 as follows.
- (3) Additional Clause 26 purpose to be included in Schedule 2 of the FLEP 1995:-
 Lot DP541457, O'Connell Street and The Horsley Drive Smithfield and shown edged heavy black and hatched on the map marked FLEP 1994 (Amendment No. x) – *'hardware and building supplies'*, with two trading levels and a floor space ratio not exceeding 1:1.
"In this item, 'hardware and building supplies' means a building or place used for the display, sale (whether by retail or wholesale) or hire of goods or materials that are used in or ancillary to the construction, improvement, maintenance and use of buildings and adjacent outdoor areas whether or not landscape and garden supplies are sold on the premises".

3.3 Resolution Sought from Council

It is considered sufficient for the purpose of progressing this Gateway Application, for Council to resolve:-

- "(a) to inform the Department that it wishes to commence the Gateway Process to amend FLEP 1994 to:-
 - (i) amend clause 26 and Schedule 2 of the FLEP 1994 to permit '*Hardware and building supplies*' as defined, a use permissible with Council consent on the land at Smithfield shown hatched on the map marked "FLEP 1994 (Amendment No. x)".
- "(b) to instruct Council's Director of Strategic Planning to forward the planning proposal to the Department pursuant to s.55 of the Environmental Planning and Assessment Act 1979."

4. PLANNING ISSUES

4.1 Introduction

It is intended in this Planning Proposal Application (PPA) report to include sufficient discussion of related planning issues, to enable Council to resolve to proceed with the Gateway Process as sought by this PPA. Should Council or the Department require it, following review of this PPA report, further material can be prepared for the Department as part of the Gateway Process, and later in even greater detail when the Development Application is lodged. The current PPA report addresses the fundamental position in relation to the anticipated key planning considerations, and provides information in relation to traffic impacts, which are known to be a concern of Council. Discussed further below, that traffic report is supplied under separate cover to this report.

4.2 Discussion of Planning Considerations

4.2.1 Strategic Planning Issues – These are discussed under the following sub-heads:-

- (a) **Existing Local Controls** – As noted in Chapter 3, the subject land is just on 200 metres west of Smithfield Town Centre's Business Zoning, within that part of the Smithfield 4(a) Industrial Area falling within Fairfield LGA (the northern balance being in Holroyd LGA). With the exception of the small area of Special Industrial 4(c) fronting Victoria Street north of the town centre, the whole of the Smithfield industrial area is zoned General Industrial 4(a), including those parts with direct frontage and exposure to The Horsley Drive.

Given the nature of the industrial uses that might be developed along this prominent arterial road, (and directly opposite residential uses), it

is questionable whether 4(a) uses fronting The Horsley Drive are necessarily desirable. This question may have been behind Council's thinking recently when it resolved to rezone The Horsley Drive frontage land to allow bulky goods retail there (although subsequently opposed by the Department). The current Bunnings' proposal in respect of part of that frontage land is consistent with the Department's policy opposition towards bulky goods retail in industrial zones and its greater acceptance of timber (or hardware) and building supplies in industrial zones. Further, it is to be much preferred to many alternate forms of industrial development of the land that might otherwise eventuate under the 4(a) zoning.

It is noted that this thinking is entirely consistent with the previous thinking of Council and presumably of the Department as well, in relation to the present 4(c) zoning under the Fairfield LEP of the strip of industrial lands fronting The Horsley Drive in Wetherill Park 3-6 kilometres to the west of the subject land, whereby the 4(a) General Industrial lands are set behind the 4(c) land and are therefore typically out of view from this major arterial.

- (b) **Metro and Sub-Regional Strategies** – At the broad level the Department's Metropolitan Strategy relevantly emphasises the need to protect existing employment lands, and identifies the Smithfield and Wetherill Park employment areas as of significant strategic importance. The Sydney West Central Sub-Regional Strategy further notes:-

- the significant role these employment lands play in providing local economic activity to serve the growing needs of the local population (*Bunnings' proposal satisfies that role*)

- the need to avoid further loss to bulky goods and factory outlet retailing as noted briefly in Chapter 3, (*the Department and the Template LEP make a clear distinction between those uses and hardware/building supplies uses such as Bunnings, which are considered to have operating characteristics 'more akin to industrial', and*
 - that any conversion of existing Employment lands should be restricted (*Bunnings will significantly enhance employment with up to 200 jobs, well in excess of typical warehousing uses that might otherwise be anticipated here*).
- (c) **Fairfield Employment Lands Strategy** – Published in 2008 – Council in 2008 resolved to adopt as Council policy, the recommendations of the Fairfield Employment Lands Strategy which covers the subject land as proposed IN1 zone, subject to a Council variation which sought to extend the bulky goods zoning along this section of The Horsley Drive (subsequently opposed by the Department). The Strategy sought to limit the majority of mainstream retail floorspace to the existing Centres, and bulky goods retailing floorspace is thought unlikely to become permissible within this precinct, (although would be made permissible in some or all of the existing 4(c) zones). However as discussed below, the statutory permissibility of 'Timber and Building Supplies' or similar definition within the IN2 zone, was nowhere addressed in the Strategy.
- (d) **Department's Template LEP Options Paper** – Due to go on exhibition soon for comment and feedback, this Options Paper will raise the option of mandating hardware/building supplies as a permissible use in the Standard LEP IN2 Light Industrial Zone – see Department's letter at Attachment B. This position is clearly consistent with the Department's general philosophy that 'bulky goods

retail is to be curtailed in out-of-centre locations, and that hardware/building supplies are distinguishable from bulky goods, and therefore still able to be considered for location within industrial zones, notably but not exclusively the IN2 zone. Councils would still have the discretion to permit hardware/building supplies in other industrial zones as well, should they wish. The Department's letter also foreshadows the possible change in land use definition to *'Hardware and Building Supplies'*, which has been adopted for this rezoning application.

- (e) **Department's Draft Centres Policy, April 2009** – At the broad level, this draft policy paper promotes the philosophy of concentrating retailing and commercial activities within centres wherever possible (although has moved away from the previous notion of a *'centre hierarchy'* to a broader terminology of *'network'*). However, Bunnings is not generally classed as *'mainstream retail'*, as its use is strongly oriented to the construction industry and trades. Further, it exhibits little synergy with other retail and centre-based activities, it requires 1 (or more) hectares of land and large areas for truck deliveries and customer pick-up, and it doesn't sit comfortably in centre locations. This situation is acknowledged on page 19 of the Department's policy paper, where possible exceptions in the IN2 and IN1 zones are foreshadowed for *"....large floorspace timber (hardware) and building supplies, and landscape and garden supplies where the impacts are comparable to industrial uses"*.
- (f) **Section 117(2) Ministerial Directions** – The only S.117 Direction tangibly affected by the proposed rezoning is that of G11 Industrial Zones, which is satisfied by this proposal because it will not reduce, at all, the existing zonings of land for industrial development, nor will it reduce the lands' employment potential. No other S.117 Direction is affected by this rezoning proposal.

4.2.2 Environmental, Social and Economic Impacts – These include discussion/evaluation of the following impacts:-

- (i) **Economic effects** – The only Bunnings outlets serving the whole of the southern two-thirds of the west central sub-region of Sydney are two small stores at Bonnyrigg and Villawood, both inherited from former hardware operators in small module outlets, and smaller than needed to satisfy contemporary Bunnings' operational and requirements. Furthermore, the nearest outlets to the north are well distant, at North Parramatta and Seven Hills. The proposed Smithfield site is ideally suited to serve the hardware and building supplies needs of a significant sub-regional population and employment base, across the LGA's of Parramatta, Holroyd and Fairfield, and in particular the construction industry needs of large industrial and commercial areas that are undergoing significant change and redevelopment. Approximately 160-200 new jobs will be created by the subject proposal, with significant additional beneficial multiplier effects generating considerable new economic activity.

Due to the specialised nature of Bunnings' hardware operation, there will be no disbenefits caused to the existing retail centre network although it is acknowledged that there will inevitably be some re-distribution of related sales away from existing operators.

- (ii) **Traffic, parking and access** – These issues are dealt with in detail in the accompanying TTPA traffic report (attached). The proposed ingress and egress to the site will be suitable and traffic impacts acceptable. The proposed parking supply will be generous, and ample to ensure that site-related demands can be readily accommodated on-

site, including all employee vehicles. The TTPA report should be consulted for detail. See also discussion in #4.3 of this report.

- (iii) **Architectural** – The architectural concept plans at Attachment A to this report illustrate Bunnings' present ideas on how it needs to develop the site, with modest height, generous landscaped setbacks, and a stepping-down of built form towards The Horsley Drive elevation, set back some 10 metres from the road alignment.
 - (iv) **Acoustic impacts** – an acoustic report will be prepared to address potential impacts on residential neighbours, and attenuation measures introduced if needed (although not anticipated, given the layout).
 - (v) **Shadow** – no shadow affectation likely, given the footprint location;
 - (vi) **Site Conditions** – further site testing and reporting is underway in support of Stage One investigation work already conducted;
 - (vii) **Services** – location and capacity of all services to the site, including drainage and necessary OSD and easements, are currently under examination. Existing drainage issues will be resolved to the satisfaction of Council;
- c) **Legal Advice** – has been sought on both the rezoning process and the drafting of this proposed Instrument. Further, if Council elects to proceed with this application, it is anticipated that a draft Voluntary Planning Agreement will be prepared covering a range of issues and applicant undertakings.
- d) **Community Consultation** – this consultation will be undertaken in accordance with Council's policy requirements.
- e) **Net Community Benefit Test** – Evaluation of this proposal against the fourteen nominated criteria for the Community Benefit Test follows below:-

- (i) ***“Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800 metres of a transit node)?”***

These issues have been discussed in some detail in Section #4.2.1 above. To allow such a hardware/building supplies outlet on this perimeter interface location in the Smithfield industrial area is considered consistent with Council and Departmental policy for the reasons earlier stated.

- (ii) ***“Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/sub-regional strategy?”***

The site is located within a significant employment area. The Bunnings development will contribute to employment in a significant way, probably notably more than would otherwise be the case if developed under the Industrial 4(a) zoning, and will complement and support other employment-generating development in the area.

- (iii) ***Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?***

Whilst such an outcome may always be a possibility, Bunnings is a use-specific activity, unlike say a bulky goods rezoning request, and as such is considered unlikely to generate particular precedential effects in the manner of a bulky goods proposal here.

- (iv) Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?**

A recent Council proposal to rezone this section of The Horsley Drive frontage for bulky goods retail was not supported by the Department. This proposal is for another use, not bulky goods, and will therefore of itself not revisit that wider Council proposal. See above assessment under (iii).

- (v) Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?**

The Bunnings development will generate some 160-200 additional jobs serving the sub-region. Such a number is typically significantly higher than contemporary new industrial development in these areas, which for straight warehousing for example, may be only one tenth of that number, or even fewer, for such a site. The net employment benefit will be significant, particularly when regard is had for off-site multiplier effects and the economic efficiencies and employment spin-offs that will eventuate from this building supplies activity.

- (vi) Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?**

No – not applicable.

- (vii) Is the existing public infrastructure (roads, rail utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future public transport?**

Yes to all these questions – and all and any external infrastructure requirements flowing from this proposal will be met by Bunnings.

- (viii) Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?**

While VKT is notoriously difficult and unreliable to quantify, the catchment analysis undertaken by Bunnings in identifying this location as a key need to serve the hardware and building supplies market in the sub-region, reflects the extent of catchment area and the long-observed behaviour of travel minimisation for a given service, all other things being equal. There is little doubt that this new outlet will generate a significant reduction in customer travel to obtain their products, and is far preferred to alternate locations further west out along The Horsley Drive.

In addition, employee travel distances will be minimised by Bunnings' policy of employing locally. Some new supplier routes will be utilised, but not inefficiently, given the road network serving the area and its good accessibility, and Bunnings' computer-generated route allocation designed for efficiency of store servicing.

- (ix) Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact?**

No – not applicable – see above comments.

- (x) Will the proposal impact on the land that the Government has identified a need to protect (e.g. land with high biodiversity**

values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?

No, not applicable. The only related issue here is the localised stormwater requirements which will be addressed and resolved when Bunnings develops the land.

(xi) Will the LEP be compatible/complementary with surrounding land uses? What is the impact on the amenity in the location and wider community? Will the public domain improve?

Yes, the industrial land will remain industrially zoned, and the actual use is less impactful potentially than a general industrial alternative in this interface location. The locality is expected to see an improvement in its amenity by comparison with industrial development under existing controls, and the wider community (private and business) will enjoy significant benefits from this new proximity. The public domain will be improved with the landscaped treatment of the site and street verges.

(xii) Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?

There is no doubt that will be the case.

(xiii) If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?

No – as noted earlier, this Bunnings use has limited if any synergistic relationship to other potential uses.

- (xiv) What are the public interest reasons for preparing the draft plan?
What are the implications of not proceeding at that time?**

The public interest is served by this proposal in a number of ways. Firstly, as noted earlier at #4.2.2, Bunnings is aware of a major unsatisfied market in this part of Sydney for hardware/building supplies, and the market is presently under-supplied to a major degree. Satisfaction of those needs will generate considerable efficiencies in the delivery of hardware and building supplies to this construction, trade and household market across a large and growing catchment.

Other benefits relate to the level of capital investment required for this scale of development, the significant number of jobs generated both during construction and during operation of the site, the inevitable multiplier effects that will flow on, and the improved efficiencies available to the construction and trades in this part of Sydney.

Ex-site benefits will include the new landscaped treatment of some 160 metres of street verge, and other benefits listed earlier at #2.2. Furthermore, from Bunnings' experience elsewhere, the new facility would be expected to accelerate upgrading and refurbishment of existing properties in the area.

If the proposed rezoning does not proceed, neither will Bunnings as there is no other suitable site available to serve this Bunnings catchment, and nor will the numerous benefits outlined.

4.3 Key Traffic and Access Issues

The key findings of the TTPA report lodged under separate cover are as follows:-

- It is appropriate in traffic terms to share access for Bunnings' customers between O'Connell Street (all movements) and The Horsley Drive (left in/left out only);
- It is also appropriate in traffic terms to limit all service vehicle access to the O'Connell Street site frontage;
- On-site parking will be more than adequate to satisfy peak demands;
- Circulation and layout of parking and service vehicle areas will be suitable for the purpose, and will comply with the applicable Australian Standards;
- The development will not result in any adverse traffic impacts on the road system serving the site;
- The proposed signals at the O'Connell Street/The Horsley Drive intersection will provide a good level of intersection operation, including the Saturday peak trading period.

4.4 Conclusion and Recommendations

It is considered that the proposal as outlined, readily passes the net community benefit tests as outlined, and is worthy of support. Furthermore, it is consistent with State Government metropolitan and sub-regional strategies and policies, consistent with zoning principles from the Template LEP process, and consistent with Section 117 Ministerial Directions. It is a much-needed facility in this part of Sydney, and will create a significant number of new jobs. Fairfield City Council is asked to resolve as discussed in Chapter 3, and to forward this report and if necessary, additional support material that might be identified by Council officers or the Department, in order to commence the Gateway Rezoning process.