



# Oakdale Industrial Estate Site 1A

Proposed Section 75W Modification to MP 08\_0066

August 2012

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This 75W Report has been prepared by Jacqueline Parker and Sarah Houston of Urbis Pty Ltd on behalf of Goodman.

It is declared that this report has been prepared to the affect that:

- The statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and
- That the information contained in the statement is neither false nor misleading.



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# 1 Introduction

## 1.1 OVERVIEW

This planning report has been prepared on behalf of Goodman Property Services Pty Ltd and accompanies an Application made under Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act) with respect to a proposed modification to Major Project Approval MP08\_0066.

Major Project Approval MP08\_0066 consists of a project approval for the establishment of two warehouse distribution facilities for DHL on land known as Site 1A and Site 2A in the Central precinct of the Oakdale Estate. The subject DHL Logistics Hub Project MP 08\_0066 was approved concurrently with the Oakdale Central Concept Plan MP08\_0065 by the Minister on 2 January 2009.

The proposed modification relates to minor changes to the approved warehouse and distribution building and associated facilities on Site 1A

## 1.2 THIS REPORT

The Environmental Assessment (EA) includes the following components:

- Background to the approved Oakdale Central Concept Plan MP08\_0065 and the subject DHL Logistics Hub Project MP 08\_0066.
- Description of the proposed modification and the required changes to the approval.
- Description of the site and its context.
- Consideration of the proposal against the relevant town planning controls.
- Discussion of the key planning issues.

The EA is supported by the following documentation provided in the appendices following the report:

- Project Application approval (as modified) (**Appendix A**)
- Modified Architectural Plans prepared by SBA Architects (**Appendix B**)
- Modified Landscape Plans prepared by Site Image (**Appendix C**)
- Traffic Report prepared by Traffix (**Appendix D**)
- BCA Report prepared by BM&G (**Appendix E**)
- Fire Safety Report prepared by Raw Fire (**Appendix F**)
- Stormwater Management Review prepared by AT&L (**Appendix G**)

## 2 Background

The former NSW Department of Planning, now NSW Department of Planning and Infrastructure (DPI) approved Oakdale Central Concept Plan MP08\_0065 and the subject DHL Logistics Hub Project MP 08\_0066 under Part 3A of the EP&A Act on 2 January 2009. The detail of each of these approvals is set out below.

### 2.1.1 OAKDALE CENTRAL CONCEPT PLAN APPROVAL MP08\_0065

The Concept Plan approval enabled the establishment of a regional distribution park of warehouses, distribution centres and freight logistics facilities on 61 hectares of land in Oakdale Central Estate adjacent to the Sydney Water Pipeline, and the provision of associated infrastructure.

The major components of the Concept Plan included:

- Subdivision.
- Industrial Development.
- Road upgrades and Internal Roads.
- Infrastructure including bulk earthworks and erosion and sediment controls.

### 2.1.2 MAJOR PROJECT APPROVAL MP08\_0066

Concurrently with the Concept Plan approval, Major Project Approval was granted to Stage 1 of the Concept Plan for construction and operation of a DHL logistics hub consisting of two warehouses and associated infrastructure on two allotments totalling 11ha. The warehouses are located on the subject site 1A and the adjoining site 2A.

This Project Approval has since been modified 3 times in November 2010, February 2011 and July 2011 in respect to internal road locations, VPA arrangements and design changes to the approved DHL Logistic building on Site 2A.

**Table 1** details the Project Approval as modified to date.

TABLE 1 – MAJOR COMPONENTS OF THE DHL LOGISTICS HUB PROJECT

ASPECT	DESCRIPTION
<i>Subdivision</i>	Subdivision of the site to create: <ul style="list-style-type: none"><li>▪ 6 industrial lots</li><li>▪ 1 services lot</li><li>▪ 4 environmental/recreational lots</li><li>▪ 5 road corridors</li></ul>
<i>Bulk Earthworks</i>	Earthworks including the removal of an earthen bund around the eastern and southern boundaries of the site, with a balance cut and fill to achieve the required levels for building pads, roads and the service lot.
<i>Industrial Buildings</i>	Construction and operation of two warehouse and distribution buildings for DHL Logistics, including:

ASPECT	DESCRIPTION
	<ul style="list-style-type: none"> <li>▪ <b><u>Building 1A with a gross floor area of 20,000m<sup>2</sup> and an office area 620m<sup>2</sup>: and</u></b></li> <li>▪ Building 2A with a gross floor area of 32,530m<sup>2</sup> and an office area of 1,180m<sup>2</sup>.</li> </ul> <p>Buildings set back 20m from Old Wallgrove Road and the proposed Chandos Parkway.</p>
<i>Road Upgrades and Internal Roads</i>	Construction of a 260m long portion of the Estate Road to allow construction and access to Lot 1A and 2A.
<i>Infrastructure</i>	Provision of an on-site sewerage system, and a rainwater harvesting infrastructure. All other infrastructure (potable water, electricity, gas and telecommunications) would be provided through the augmentation and/or extension of existing services.
<i>Road Upgrades</i>	Upgrading of a section of Old Wallgrove Road between the site and Roberts Road, including localised widening, provision of a passing bay and installation of signage.
<i>Capital Investment</i>	\$89 million
<i>Employment</i>	300 during construction and 400 during operation
<i>Hours of Operation</i>	24 hours a day, 7 days a week.

### 2.1.3 CONCEPT AND PROJECT APPROVAL – MODIFICATION NO.1 – NOVEMBER 2010

In November 2010, the Department approved modifications to the original Concept and Project Approvals to change the internal road and lot layout of the Oakdale Central Estate and undertake minor modifications to the approved warehouse buildings on the subject Site 1A and the adjoining Site 2A.

Modifications to the Concept Approval included:

- Modification of permissible land uses to be consistent with SEPP (Western Sydney Employment Area).
- Modification of concept plan layout including realignment of the internal Estate roads and adjustment to development allotment boundaries – resulting in 8 development lots, 3 biodiversity lots, 3 road corridor lots and 1 services lot.
- Revised access network to provide access to the estate.
- Adjustments to contributions rates (reflected in the VPA and to be in line with the SIC levy requirements).
- Relocation of the creek crossing.

Modifications to the Project Approval included amendments to Site 1A and Site 2A. Modifications to Site 1A included:

- Building envelope moved slightly north and east and rotated 180 degrees so that the hardstand is on the opposite side to the public road.

- Warehouse 1 was reduced in size from 20,000sqm to 19,520sqm with a single sided hardstand instead of a double.
- The office space was reduced by 120sqm.

#### 2.1.4 PROJECT APPROVAL – MODIFICATION NO.2 – FEBRUARY 2011

On February 17 2011, the Department approved an application to modify the approved DHL Logistics Hub Project in order to amend the timing for entry into the Planning Agreement. This agreement was subsequently executed on 25 March 2011.

This modification did not result in any modifications to the subject Site 1A.

#### 2.1.5 PROJECT APPROVAL – MODIFICATION NO.3 JULY 2011

In July 2011, the Department approved an application to undertake minor modifications to the design of warehouses 2 and 3 on Site 2A, to meet the operational requirements of DHL.

This modification did not result in any modifications to the subject Site 1A.



## 3 Proposed Modification No. 4 to Major Project MP08\_0066

### 3.1 OVERVIEW

The proposed modifications allow for the reorientation of the approved warehouse and distribution building to allow for appropriate operation and efficiency for the anticipated future DHL Cannon occupants. The effect of the proposed modification is to effectively rotate the building 180 degrees back to its originally approved form.

This includes modifications to the orientation and positioning of the warehouse within Site 1A, relocation of the loading areas and minor associated amendments to the site facilities. The use of the building, staff numbers and hours of operation will not be affected by the modification.

The proposed modifications are considered to be minor and will not affect the overall GFA of the warehouse. Access from Estate Road 01 to the south and the 20m setback from Old Wallgrove Road are also maintained.

The proposed modifications are described in the following sections.

### 3.2 PROPOSED MODIFICATIONS

The proposed modifications are shown in the Architectural Plans prepared by SBA Architects and provided in **Appendix B**.

#### 3.2.1 BUILT FORM

Approval is sought for the following modifications:

- Rotating the warehouse building envelope 180 degrees so that the hardstand is on the opposite side than that approved. Modification to the positioning and orientation of the warehouse and distribution building will include the following:
  - Siting of the warehouse building moved further to the north of Site 1A.
  - Orientating the warehouse to accommodate the back of house and loading areas along the eastern elevation adjacent to Old Wallgrove Road.
  - Associated relocation of the pump room and sprinkler tanks to the north east corner of the site.
  - Locating the main office in the south east corner of the building adjacent to the car park.
- Minor increase of the dock office from 100sqm to 150sqm.
- Inclusion of three additional recessed docks in the loading areas along the eastern elevation.
- Amendments to the proposed façade colour to include Colorbond 'Windspray', 'Shale Grey' and 'Space Blue Alphatec' profiled metal wall cladding and precast concrete dado panel paint finishes.
- Inclusion of retaining walls along the western and south eastern portion of the site.
- Inclusion of an electricity substation in the south east of the site.
- Inclusion of racking layout and fit out plans for occupant use.
- Reduction of car spaces from 120 to 115 spaces.

**Table 2** shows a comparison of approved and proposed modifications to the development areas.

TABLE 2 – DEVELOPMENT AREA SCHEDULE OF SITE 1A

DEVELOPMENT AREA	MAJOR PROJECT MP08_0066 (AS PREVIOUSLY AMENDED)	MODIFICATION NO.4	(+) (-)
Site Area	41,368sqm	41,368sqm	-
Warehouse	19,520sqm	19,520sqm	-
Office and Amenity	500sqm	500sqm	-
Dock Office	100sqm	150sqm	+50sqm
Car Parking	120 spaces	115 spaces	- 5 spaces
Site Coverage	51% (including awning)	52% (including awning)	+1%

As shown above, minor area changes relate only to the dock office and provision of car parking spaces.

### 3.2.2 PARKING AND ACCESS

The following amendments are proposed to the car park and access arrangements:

- As discussed above, minor reduction in parking spaces from 120 to 115.
- Amendment to the car park layout with removal of parking along the eastern boundary.
- Minor realignment of the truck entry point and car park entry point from local Estate Road 01 to accommodate the new site layout.
- Construction of a one way clockwise heavy vehicle circulation roadway with access to the Estate Road as previously approved.

### 3.2.3 LANDSCAPING

The following amendments are proposed to the landscaping on site:

- Removal of drainage swales along the northern boundary as this was completed as part of the first stage infrastructure works and is already planted.
- Treatment of the 1m strip between the road and the swale

## 3.3 AMENDED PLANS

The above modifications will result in amendments to the approved plans reference in the current Project Application approval provided in **Appendix A**.

The modified Architectural Plans are provided in **Appendix B** and are as follows:

- PA1 01 (F) – Scope of Application
- PA1 02 (F) – Site Plan
- PA1 03 (F) – DHL 1A & 2A Site Plan
- PA1 04 (F) – DHL 1A & 2A Elevations/Sections
- PA1 05 (F) – DHL 1A Ground Floor Plan

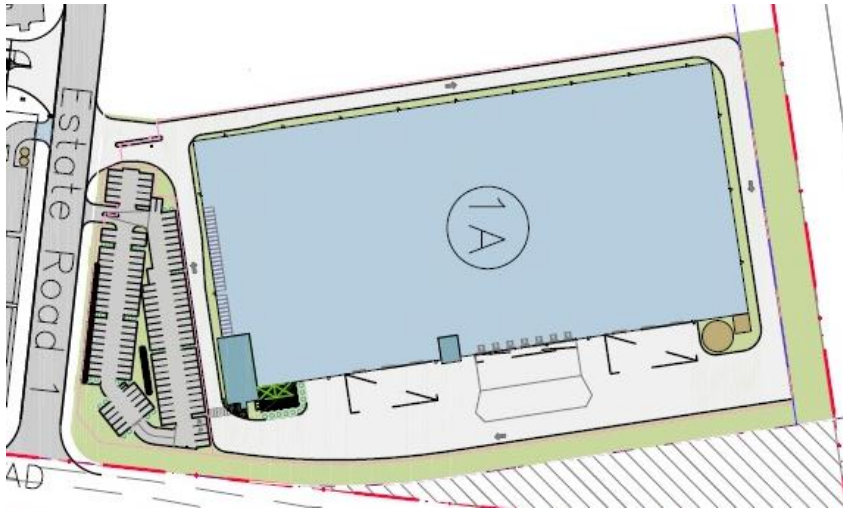
- PA1 06 (F) – DHL 1A Roof Plan
- PA1 07 (F) – DHL 1A Elevations/Sections
- PA1 11 (F) – Bulk Earthworks Plan
- PA1 12 (F) – Subdivision of Lot 2 DP 120673

The amended Landscape Plans are provided in **Appendix C** and are as follows:

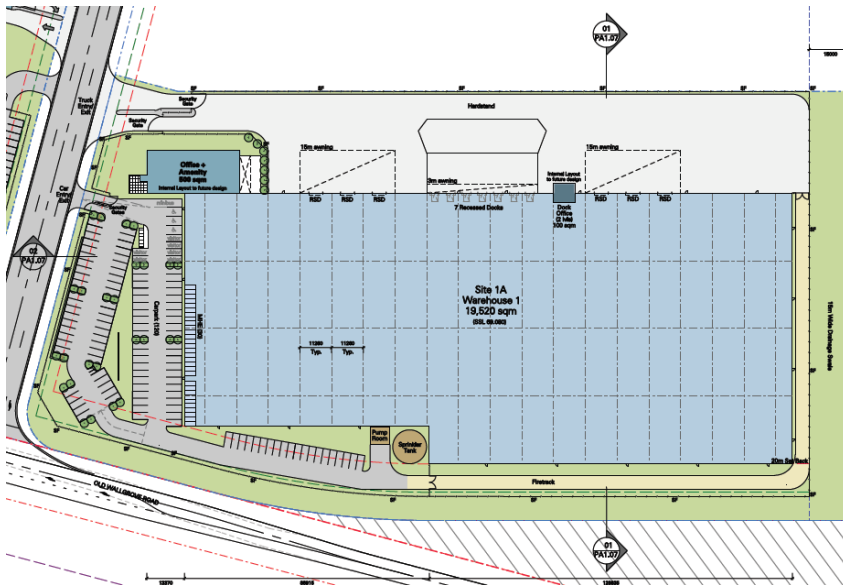
- L01 Rev C
- L02 Rev C
- L03 Rev C
- L04 Rev C
- L05 Rev C
- L06 Rev C

A comparison of the previously approved development, current approved scheme and the proposed modifications are shown in **Figure 1**.

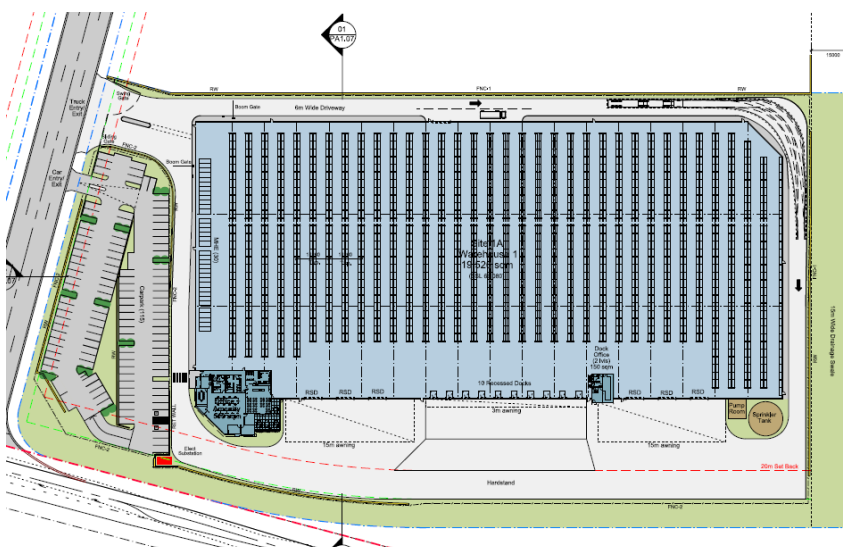
FIGURE 1 – COMPARISON OF EXISTING AND PROPOSED MODIFICATIONS TO SITE 1A DEVELOPMENT



PICTURE 1 – PREVIOUSLY APPROVED SCHEME MP08\_0066



PICTURE 2 – CURRENT APPROVED WAREHOUSE AND FACILITIES ON SITE 1A (AS AMENDED") MP08\_0066



PICTURE 3 – PROPOSED MODIFICATION NO.4

### 3.4 DETAILED PROPOSED CHANGES TO PROJECT APPROVAL CONDITIONS

It is requested that modifications be made to Condition 2 under Schedule 2: Administrative Conditions of the Project Approval to accommodate the proposed modification documents discussed in Section 3.3.

The necessary modifications are shown below:

#### ***Schedule 2: Administrative Conditions***

##### ***Terms of Approval***

##### ***Condition 2***

*The proponent shall carry out the project generally in accordance with the:*

- (a) *EA*
- (b) *Response to Submissions*
- (c) *Statement of Commitments*
- (d) *modification application 08\_0065 Mod 1 with supporting document titled Proposed s75W Modifications to Oakdale Central and DHL Logistics Hub, Oakdale Industrial Estate, Horsley Park EA prepared by Goodman Ltd and dated October 2010; and modification application 08\_0066 MOD 3 with supporting document titled Application to Modify Project Approval No 08\_0066 prepared by BBC Consulting Planners and dated 26 May 2011 and Drawing Nos. OAK PA1 08 (G) dated 15 June 11, OAK PA1 09 (E) dated 21 April 11, OAK PA1 10 (E) dated 21 April 11, OAK PA1 10B (E) dated 21 April 11; and modification application 08\_0066 MOD4 with supporting document titled Proposed s75W Modifications to MP 08\_0066 prepared by Urbis and dated August 2012 and Architectural Drawings prepared by SBA Architects no. OAK PA1 01 (F), OAK PA1 02 (F), OAK PA1 03 (F), OAK PA1 04 (F), OAK PA1 05 (F), OAK PA1 06 (F), OAK PA1 07 (F), OAK PA1 11 (F), OAK PA1 12 (F) and Landscape Plans prepared by Site Image no. L01 Rev D, L02 Rev D, L03 Rev D, L04 Rev D, L05 Rev D, L06 Rev D.*
- (e) *Conditions of Approval as amended*

## 4 Subject Site and Context

The land which is the subject of this application is known as 'Site 1A' and is situated within Lot 2 DP 120673, designated as the Central Precinct of the Oakdale Estate. The subject site has a total area of 4.1 hectares. **Figure 2** shows the location the site.

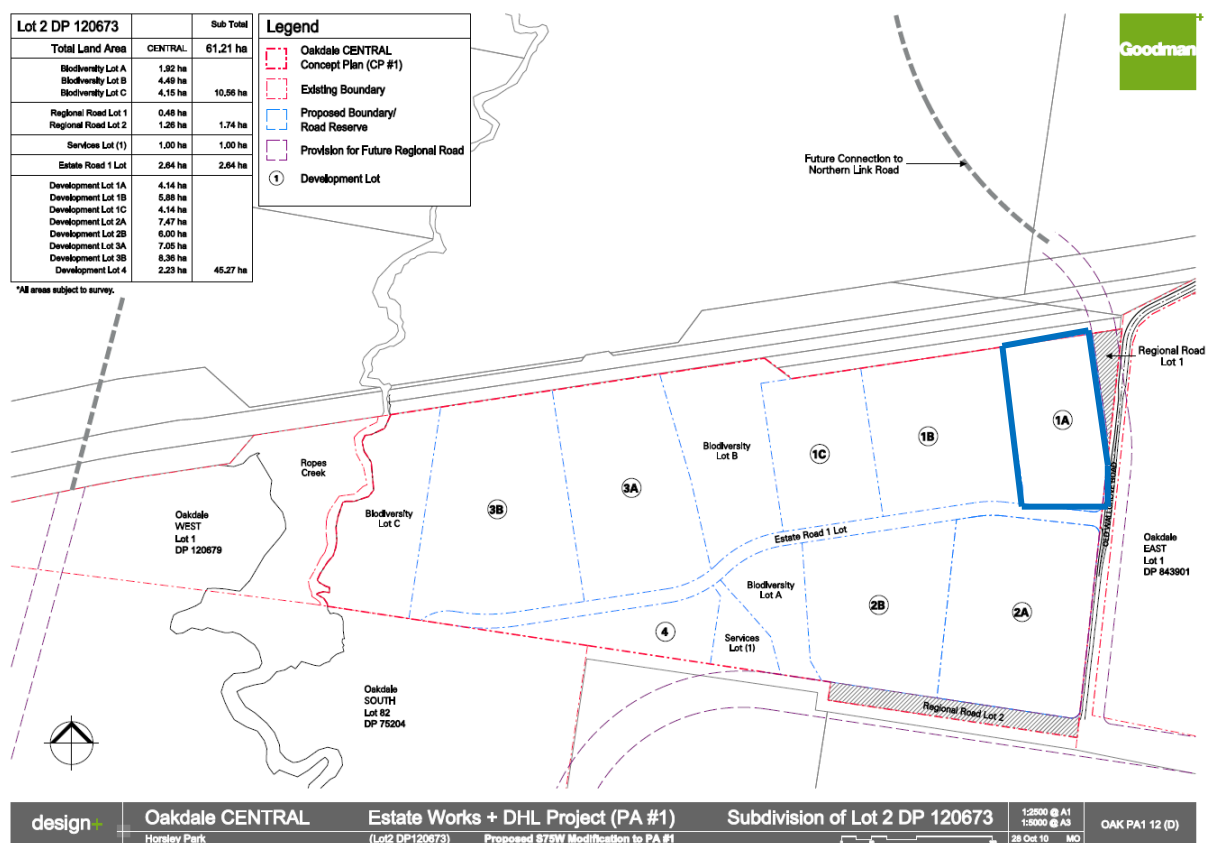
Prior to commencement of development works on the site, it was used for low intensity agriculture and quarrying operations.

Site 1A forms part of the Oakdale Central Estate, a land area of 421 hectares located in Horsley Park and Kemps Creek in Western Sydney. The overall Estate is located within the Penrith and Fairfield local government areas, and forms part of the Western Sydney Employment Area (WSEA). The WSEA is an important regional hub for major logistics, distribution, warehousing and production industries, in large part due to its excellent access to Sydney's key arterial road network.

Land use in the broader locality reflects the changing nature of Western Sydney and includes a mix of rural, rural-residential, extractive industry and special uses (schools, retirement village as well as water and electricity infrastructure).

The site is reasonably flat, with natural ground levels ranging from approximately 55m AHD adjacent to Ropes Creek to 75m AHD at Old Wallgrove Road. The south western area of the site accommodates a localised hill with an elevation of up to about 78m AHD.

FIGURE 2 – OAKDALE CENTRAL – LOCATION OF SITE 1A



 Subject Site 1A

## 5 Legislative Review

### 5.1 ASSESSMENT CRITERIA

Part 3A of the Environmental Planning & Assessment Act 1979 (the Act) under which the original proposals were assessed and approved was repealed on 1 October 2011. The savings provisions to the amended legislation require that all modifications to approvals made under the former Part 3A continue to be assessed under that framework.

The former s75W of the Act allows modifications to be made to Project and Concept Plan approvals. This clause also provides that following lodgement of a request to modify an approval, the Director-General may issue updated Environmental Assessment Requirements (DGRs) to guide the assessment and determination of modifications. Goodman representatives met with officers from the Department of Planning & Infrastructure and it was agreed that given the relatively minor nature of the proposed modification revised DGRs were not required, and an assessment of the proposal would be undertaken against the original DGRs issued for the Concept Plan and Project Applications.

In the context of the existing Project Approvals the proposed modifications are considered to be of a minor nature, and generally align with the nature and scale of the Major Project approval as:

- The proposed modifications would not result in significant additional environmental impact subject to appropriate management as discussed in Section 6 of this EA;
- The proposed modifications do not alter the use and purpose or broad layout of the project; and
- The project approval as modified would remain consistent with the applicable development controls.

**Table 3** identifies where the DGRs are addressed within this report.

TABLE 3 – RESPONSE TO ORIGINAL DGRS

GENERAL REQUIREMENTS & KEY ISSUES	REPORT SECTION
Executive Summary	Not provided due to minor scale of report
Detailed description of existing site and land use	Section 4
Detailed description of the concept plan and proposal including: <ul style="list-style-type: none"> <li>▪ the need for the proposal</li> <li>▪ the alternatives considered</li> <li>▪ engineering and/or architectural plans</li> <li>▪ various components and stages of the project</li> </ul>	Section 2 Section 3.1
Consideration of any relevant statutory provisions, including whether the proposal is consistent with the objects of the EP&A Act 1979	Section 5
General overview of all the environmental impacts of the proposal, identifying the key issues for further assessment and taking into consideration the issues raised during consultation.	Section 6

GENERAL REQUIREMENTS & KEY ISSUES	REPORT SECTION
<p>Detailed assessment of the key issues specified below, and any other significant issues identified in the general overview of environmental impacts of the proposal, which includes:</p> <ul style="list-style-type: none"> <li>a description of the existing environment</li> <li>an assessment of the potential impacts of the proposal, including cumulative impacts;</li> <li>a description of the measures that would be implemented to avoid, minimise, mitigate, offset, manage and/or monitor the impacts of the proposal.</li> </ul>	<p>Section 4</p> <p>Section 6</p>
Draft Statement of Commitments	No change proposed to those already detailed and approved
Conclusion justifying the proposal, taking into consideration the environmental impacts of the proposal, the suitability of the site and the benefits of the project	Section 7
A table indicating where each of the Director-General's requirements have been addressed in the Environmental Assessment	Section 5
A signed statement from the author of the Environmental Assessment certifying that the information contained in the report is neither false or misleading.	Inside cover of this report
<b>Site Layout &amp; Design</b>	
<ul style="list-style-type: none"> <li>Subdivision of the site including site coverage, lot sizes and positioning of lots</li> </ul>	No changes proposed to previous approvals
<ul style="list-style-type: none"> <li>Development controls and guidelines for the design and future development of the site covering, but not limited to, building heights and design, setbacks, floor space ratio, stormwater management and drainage, flooding, access and parking, landscaping, waste removal and storage, and energy and water efficiency/conservation requirements</li> </ul>	Section 5
<ul style="list-style-type: none"> <li>Demonstrate that the proposal is generally consistent with Draft SEPP (Western Sydney Employment Hub) 2008 and any relevant DCP and justify any consequences.</li> </ul>	Section 5
<b>Infrastructure Requirements</b>	
<ul style="list-style-type: none"> <li>A detailed written and graphical description of the infrastructure required on-site</li> </ul>	<p>The modification requires amendment to the internal roads and car parking areas, inclusion of retaining walls and relocation of the existing rainwater tanks and pump room. Refer Section 3.2 and 6.4.</p> <p>No further infrastructure change proposed to previous approvals.</p>



GENERAL REQUIREMENTS & KEY ISSUES	REPORT SECTION
<ul style="list-style-type: none"> <li>The identification of the infrastructure upgrades that are required off-site to facilitate the orderly and economic development of the project, and a description of the arrangements that would be put in place to ensure these upgrades are implemented in a timely manner and maintained;</li> </ul>	No change proposed to previous approvals
<ul style="list-style-type: none"> <li>A description of how the provision of infrastructure both on and off site would be co-ordinated and funded to ensure the necessary infrastructure is in place prior to the detailed development of the site;</li> </ul>	No change proposed to previous approvals
<ul style="list-style-type: none"> <li>Maintaining access to public utility infrastructure.</li> </ul>	No change proposed to previous approvals
<b>Planning Agreement/developer contributions</b>	No change proposed to previous approvals.
<b>Traffic</b> <ul style="list-style-type: none"> <li>Including details of the traffic volumes likely to be generated during construction and operation, an assessment of the predicted impacts of this traffic on the safety and capacity of the surrounding road network, and an assessment of the cumulative impact of traffic volumes from the proposal together with the existing and approved development in the area. Particular consideration is to be given to the ability of the Old Wallgrove Road/Wallgrove Road and M7 Interchange to safely and efficiently accommodate the proposals.</li> </ul>	Section 6  <b>Appendix D</b>
<b>Soil &amp; Water</b> <ul style="list-style-type: none"> <li>Including water supply and efficiency, proposed erosion and sediment controls (during construction); the proposed stormwater management system for the DHL Logistics Hub; detailed consideration of any potential offsite drainage or flooding impacts; consideration of the potential for rainwater harvesting; wastewater disposal; and soil salinity and contamination.</li> </ul>	No amendments are proposed to the approved stormwater infrastructure on site.
<b>Noise</b> <ul style="list-style-type: none"> <li>Including construction, operational and traffic noise.</li> </ul>	No changes proposed to previous approvals
<b>Visual</b> <ul style="list-style-type: none"> <li>Including the design and articulation of the buildings, height landscaping, lighting and any signage. The assessment shall consider any potential impacts on any nearby private properties.</li> </ul>	Section 6.1 and <b>Appendix B.</b>
<b>Flora &amp; Fauna</b> <ul style="list-style-type: none"> <li>Including an assessment of any impacts on critical habitats, threatened species, populations or ecological communities and their habitats in the region. Details of measures to enhance and protect the riparian zone should</li> </ul>	No changes proposed to previous approvals

GENERAL REQUIREMENTS & KEY ISSUES	REPORT SECTION
also be provided.	
<b>Heritage</b> <ul style="list-style-type: none"> <li>▪ Including Aboriginal and non-Aboriginal.</li> </ul>	No changes proposed to previous approvals
<b>Air Quality</b>	No changes proposed to previous approvals
<b>Greenhouse Gas and Energy Efficiency</b> <ul style="list-style-type: none"> <li>▪ Including an assessment of the energy use on site and demonstrate what measures would be implemented to ensure the proposal is energy efficient.</li> </ul>	No changes proposed to previous approvals
<b>Waste Management</b> <ul style="list-style-type: none"> <li>▪ During construction and operation.</li> </ul>	No changes proposed to previous approvals
<b>Hazards</b>	Section 6.1.1

## 5.2 PLANNING ASSESSMENT

The proposed modifications have been considered against the relevant provisions contained in the following:

- Environmental Planning & Assessment Act 1979.
- State Environmental Planning Policy (Western Sydney Employment Area) 2009 (SEPP WSEA).
- Fairfield City Wide DCP 2006.
- Oakdale Central Development Controls –Oakdale Central Concept Plan and DHL Project.

Consideration of the above legislation is provided in the following sections.

### 5.2.1 ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

Part 1, Section 5 of the Act sets out the 'Objects of the Act' as being:

- (a) *To encourage*
- (i) *The proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.*
  - (ii) *The promotion and co-ordination of the orderly and economic use and development of land*
  - (iii) *The protection, provision and coordination of communication and utility services;*
  - (iv) *The provision of land for public purposes;*
  - (v) *The provision and co-ordination of community services and facilities, and*
  - (vi) *The protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats; and*
  - (vii) *Ecologically sustainable development, and*

- (viii) *The provision and maintenance of affordable housing, and*
- (b) *To promote the sharing of the responsibility for environmental planning between the different levels of government in the State; and*
- (c) *To provide increased opportunity for public involvement and participation in environmental planning and assessment.*

The proposed modifications remain consistent with the Objects of the Act with consideration to the following:

- The modification will not result in any significant environmental impacts or adversely affect the amenity of the surrounding area.
- Site 1A continues to allow for industrial employment generating uses in the locality in accordance with the existing Project Application approval.
- The project will continue to be undertaken in a manner that is consistent with the principles of ecologically sustainable development as approved.

## 5.2.2 SEPP WESTERN SYDNEY EMPLOYMENT AREA (2009)

The site is zoned IN1 General Industrial under SEPP Western Sydney Employment Area (2009) (the SEPP).

The relevant clauses of the SEPP are contained in *Part 5 Principal development standards* and are addressed in **Table 4** below.

TABLE 4 – SEPP COMPLIANCE TABLE

PROVISION	COMMENT	COMPLY?
<b>20 Ecologically sustainable development</b>  The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that the development contains measures designed to minimise: <ul style="list-style-type: none"> <li>(a) the consumption of potable water, and</li> <li>(b) greenhouse gas emissions.</li> </ul>	The proposed modifications relate to the revised orientation and layout of the warehouse and distribution building on Site 1A. This will not alter the previously approved measures in relation to minimisation of potable water consumption or generation of greenhouse gas emissions.	Yes
<b>21 Height of buildings</b>  The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that: <ul style="list-style-type: none"> <li>(a) building heights will not adversely impact on the amenity of adjacent residential areas, and</li> <li>(b) site topography has been taken into consideration.</li> </ul>	There are no changes to the approved height of the warehouse building as a result of this modification.	Yes
<b>22 Rainwater harvesting</b>  The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that adequate arrangements will be made to	No new buildings are proposed. It is proposed to modify the approved location of the rainwater tank however the function and	Yes

PROVISION	COMMENT	COMPLY?
connect the roof areas of buildings to such rainwater harvesting scheme (if any) as may be approved by the Director-General.	size of the tanks will remain the same.	
<b>23 Development adjoining residential land</b>	The site does not adjoin residential land and is located within an approved industrial area.	N/A
<b>24 Development involving subdivision</b>  The consent authority must not grant consent to the carrying out of development involving the subdivision of land unless it has considered the following:  (a) the implications of the fragmentation of large lots of land,  (b) whether the subdivision will affect the supply of land for employment purposes,  (c) whether the subdivision will preclude other lots of land to which this Policy applies from having reasonable access to roads and services.	This modification does not propose any changes to the approved subdivision plan.	Yes
<b>25 Public utility infrastructure</b>  (1) The consent authority must not grant consent to development on land to which this Policy applies 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.	A electricity substation is located in the south east of the site to service the site. Access to this will be maintained via the internal access road in the front setback.	Yes
<b>26 Development on or in vicinity of proposed transport infrastructure routes</b>	The subject site 1A is not located in the vicinity of proposed transport infrastructure routes under the SEPP.	N/A
<b>27 Exceptions to Development Standards</b>	No variations are proposed to development standards contained within the SEPP.	N/A

Accordingly, the proposed works comply with the principal developments standards contained in the SEPP.

### 5.2.3 FAIRFIELD CITY WIDE DCP 2006

While the Oakdale Central Development Controls are the most applicable controls for the site (refer Section 5.2.4), an assessment of Fairfield Council's development controls for industrial development has been provided for completeness. The Council's controls aim to provide industrial development that will:

- Be compatible with its development site.
- Support quality design with workforce amenity as a priority.
- Be environmentally sustainable with minimum impact on air and water quality, reduce noise impacts.
- Reinforce recycling and waste management principles.

The proposed modifications will enable appropriate delivery of the warehouse and distribution building, consistent with the Project Application approval and the use envisaged for the land. The development is in accordance with the objectives and with the relevant provisions of the DCP. This is demonstrated in the **Table 5** below.

TABLE 5 – FAIRFIELD CITY WIDE DCP COMPLIANCE TABLE

CONTROL	COMMENT	COMPLY?
<b>9.1 Site Dimensions</b>		
9.1.2 Lot frontage  b) The minimum frontage is to be 30 metres.	No amendments to the existing lots are proposed. Site 1A frontage to Old Wallgrove Road is in excess of 30m.	Yes
<b>9.2 Setbacks</b>  The minimum setback for all industrial development is to be 10 metres of which 5 metres is to be used for landscaping.  The minimum building setback to corner allotments is to be 5 metres to the secondary frontage.	The front setback to Old Wallgrove Road maintains a 20m setback in accordance with the Oakdale Central Development Controls. A 5m setback is provided to the local Estate Road 01.	Yes
<b>9.3 Car Parking, Vehicle and Access Management</b>		
9.3.3 Loading Facilities  To ensure new development does not adversely intrude on pedestrian and vehicle amenity, applicants will need to demonstrate that loading for their activity can either be carried out:  ▪ on-site without interfering with the efficient operation of the premises (including its car park); or  ▪ gain access to an on-street loading zone at the front or side of their premises; or	The proposed modification results in amendments to the internal access road, relocation of loading bays and minor realignment to access entry points which will not intrude on pedestrian and vehicle amenity.  The location of the loading bays is entirely within the site operation of the premises and is accessed separately from the car park area.  The loading facilities have been designed to accommodate the number of trucks arriving and departing on site for distribution services. Ten loading docks are proposed which is an increase in three loading docks than previously approved. This is considered	Yes

CONTROL	COMMENT	COMPLY?
<ul style="list-style-type: none"> <li>Loading requirements for selected activities are detailed below:</li> </ul> <p>Number of loading facilities required for industrial development: 1 space per 700 m sq GLA.</p>	appropriate in context of the warehouse use.	
<p><b>Chapter 12 - Car Parking, Vehicle and Access Management</b></p> <p>1 space per 70 m2 gross leasable area including ancillary plus 1 space per unit for factory units.</p> <p>1 space per 40 m2 for office development</p>	<p>The DCP requires 28 car spaces for the warehouse development and 16 car spaces for the office development – a total of 44 car spaces.</p> <p>120 car spaces have previously been approved for the proposed development. A reduction of 5 spaces is now proposed which is considered appropriate in context of the Oakdale Central Development Controls as discussed in Section 5.2.4. This is in excess of Council's car parking controls and therefore complies.</p>	Yes
<b>9.4 Advertising signs</b>	No advertising signs are proposed.	N/A
<p><b>9.5 Streetscape and amenity</b></p> <p>a) The use of decorative paving treatments such as paving bricks adds interest to large areas of hard paving.</p> <p>b) Open car parking areas should be landscaped to reduce the impact of hard paving. Established tall trees with wise spreading foliage provide desirable shade reducing the effects of heat.</p> <p>9.5.2. Fencing</p> <p>For fencing along the front boundary or a boundary facing a classified (arterial) road, the requirements are:</p> <ul style="list-style-type: none"> <li>a maximum height of 2.4 metres on the boundary line</li> <li>solid construction up to 600 mm above natural ground level</li> <li>be constructed in an open style such as powder-coated wrought iron pickets and be of dark colour</li> </ul>	<p>The proposed landscaping, street pavement and lighting will be provided to meet relevant standards.</p> <p>The modified car parking areas are landscaped which include tree planting. This is shown in the Landscape Plans provided in <b>Appendix B</b>.</p>	Yes

CONTROL	COMMENT	COMPLY?
<ul style="list-style-type: none"> <li>for security fencing only palisade fencing made from solid steel typically with a 'three-pronged' spear top is permitted.</li> </ul>		

#### 5.2.4 OAKDALE CENTRAL DEVELOPMENT CONTROLS

The Oakdale Central Development Controls were prepared by Goodman as part of the Major Project Environmental Assessment, and were designed to be consistent with development standards for other sites in the Western Sydney Employment Area. This proposal is in accordance with the relevant development controls. This is demonstrated in **Table 6** below.

TABLE 6 – OAKDALE CENTRAL DEVELOPMENT CONTROLS COMPLIANCE TABLE

CONTROL	COMMENT	COMPLY?
<b>Lot dimensions</b>		
Minimum lot area – 5,000 m <sup>2</sup> ;	Lot 1A is 4.1 ha and the lot area is not modified by this application.	N/A
Minimum lot frontage (excluding cul-de-sacs) – 40 metres;	The existing site frontage for Lot 1A is in excess of 40m and will not be modified by this application.	N/A
Minimum lot width at building line – 35 metres;	The lot width is in excess of 35m.	Yes
Minimum built area (building plus awnings) – 2,500 sqm	The warehouse building area is 20,170sqm and this remains consistent with that previously approved.	Yes
<b>Site Coverage</b>  Maximum site coverage is 65% including awnings unless it can be demonstrated there will be no adverse impact on the estate and the amenity of adjoining properties.	The site coverage including awning is approximately 50% and therefore complies with this control.	Yes
<b>Building Setbacks</b>		
Local Estate Road  <ul style="list-style-type: none"> <li>7.5m min setback / 50% minimum landscaping</li> <li>20 metres to link road;</li> <li>15 metres to collector road;</li> </ul>	The setback to the local Estate Road is 7.5m. The proposed landscaping will be incorporated in this setback area.  A 20m setback is maintained to Old Wallgrove Road.	Yes

CONTROL	COMMENT	COMPLY?
Side boundary: 0m min setback / 0 minimum landscaping	The site setback is that adjoining the local Estate Road 01 as above.	Yes
Rear boundary: 5 min setback / 2.5m min landscaping	A 7m setback is provided to the rear boundary. As this accommodates an internal access road, landscape is provided in the strip along the western boundary.	Partially complies
<b>Car Parking</b>  Relevant parking rates include: <ul style="list-style-type: none"> <li>Warehouses, 1 sp/200m<sup>2</sup>;</li> <li>Offices, 1 sp/40m<sup>2</sup>.</li> </ul>	The following spaces are required: <ul style="list-style-type: none"> <li>19,520sqm warehouse: 97.6 spaces</li> <li>650sqm office: 16.25</li> </ul> Total: 113  A total of 115 spaces are provided which complies with this provision.	Yes



## 6 Environmental Assessment

### 6.1 CONSISTENCY WITH CONCEPT PLAN MP08\_0065 AND PROJECT APPLICATION MP08\_0066

The proposal is consistent with Project Approval MP08\_0066 and Oakdale Central Concept Plan MP08\_0065 for the following reasons:

- The proposed warehouse and distribution building is located wholly within Site 1A as approved.
- The modification effectively reflects the originally approved scheme in terms of site layout.
- The use and function of the warehouse as an industrial storage and distribution centre will not be modified and is therefore consistent with the Concept Plan and Project Application approval.
- The overall height of the warehouse has not been modified and is consistent with that approved in Project Application MP08\_0066 being a single storey warehouse with ancillary two storey main and dock offices.
- The scale of the building is consistent with the approved development with no increase in overall GFA of the warehouse and only minor increase in the dock office component.
- The design of the warehouse continues to provide an appropriate transition of scale, bulk and height between future surrounding industrial development, Old Wallgrove Road and local Estate Road 01.
- The vehicular access from local Estate Road 01 remains consistent with that approved with only minor realignments at the access points.

#### 6.1.1 BUILT FORM

The modified Architectural Plans have been prepared by SBA Architects and provided in **Appendix B**.

The warehouse and distribution building remains substantially the same with modifications relating to the orientation and positioning. The building envelope is proposed to be rotated 180 degrees so that the hardstand is now located in the east back to its originally approved location.

The orientation of the building has been modified for appropriate operation and efficiency for future DHL occupants of the building. This includes relocation of the loading areas and minor amendments to the site facilities.

The rotation of the building will not result in any adverse impacts to surrounding sites as the use of the building and the entrance and exit points to the site are generally consistent with that previously approved.

The façade colour is now proposed to include Colorbond 'Windspray', 'Shale Grey' and 'Space Blue Alphatec' profiled metal wall cladding and precast concrete dado panel paint finishes which will be consistent across development in the Oakdale Central Estate with different accent colour to distinguish various warehouse users in the industrial area. The proposed façade will improve the visual appearance of the warehouse and its presentation to Old Wallgrove Road to the east. This is further enhanced by the modified landscaping as discussed in the following section.

### 6.2 LANDSCAPING

The modified landscape plans have been prepared by Site Image and provided in **Appendix C**.

The landscaping now reflects the modified site layout. As the location of the hardstand area remains largely the same, this consists of only minor amendments and includes relocation of trees in the car parking area and landscaping along the western boundary of the building adjacent to the access road.

The landscaping remains consistent with that approved in the Project Application incorporating the following:

- **Frontage to Old Wallgrove Road and the Sydney Water corridor:** A wide swale formed by the grading along the Sydney Water boundary (already provided on the site). Riparian treatments culminating in full riparian waterway landscape treatments.
- **Gradient of the site:** The level change into the site is achieved with a rip-rap stone wall below an evenly graded embankment. Landscape treatment is to be with matrix planting of native grasses, to be supplemented by climbing and trailing plants from the base and top of the embankment.
- **Footpaths:** The footpath has lawn and street tree planting, which will be proposed as part of the separate documentation of Old Wallgrove Road to ensure full coordination with street lighting and services.
- **Estate Road 01:** Resolution of the road junction with Old Wallgrove Road, and the level change treatment turning the corner and resolving before the site entry driveways and site entry feature landscape treatments.

### 6.3 OPERATION

The operation of the warehouse building is not proposed to be amended. The following describes the operation:

- No change is proposed to the hours of operation which were approved as 24 hours a day, seven days a week.
- No amendments are made to the number of staff occupying the building which was approved as being 100 for the warehouse and 10 office staffs.
- The warehouse will store and distribute Canon's products, such as printers, cameras, batteries, ink cartridges, cleaning kits and laminators.

### 6.4 PARKING, ACCESS AND TRAFFIC

A Traffic Report has been prepared by Traffix and is provided in **Appendix D**.

#### 6.4.1 ACCESS

The following access arrangements are proposed:

- Access for staff and visitor parking areas includes the construction of a 6.5m wide driveway. This complies with the requirements of the relevant Australian Standards.
- The proposed heavy vehicle access has been designed with an overall width of 26.0m. This exceeds the minimum requirements of the standard and is therefore supportable.
- A swept path analysis demonstrating compliance with the relevant standards is included in the Traffic Report prepared by Traffix and provided in **Appendix D**.
- The proposed access is consistent with the requirements of Condition 6 – 9 of the Project Application approval relating to design of internal roads and parking.

## 6.4.2 CAR PARKING

Parking for the Project Application (as amended) provided 120 spaces which was considered supportable and subsequently approved. The proposed modification seeks to reduce the overall provision from 120 spaces to 115 spaces based on the known operational requirements of the future tenant.

The proposed parking provision of 115 spaces is considered supportable and exceeds the minimum requirement of 113 spaces as required under the within the Oakdale Central Development Controls. The provision of 115 spaces will ensure that all parking demands associated with the development are met on-site with no reliance on on-street parking under normal operations and is therefore considered appropriate.

Parking requirements are discussed further in the Traffic Report provided in **Appendix D**.

## 6.4.3 TRAFFIC GENERATION

The traffic generation of the site was previously assessed taking into account the requirements of the RMS Guide to Traffic Generating Developments and the operational characteristics of the future DHL tenant.

The approved Project Application which included both Site 1A and 1C was assessed as generating approximately 84 vehicles per hour during peak periods, which was associated with 381 parking spaces required for shift workers out of peak periods.

The modification to Site 1A as proposed provides for 50sqm of additional ancillary dock office area from that which is currently approved. However, this does not involve any increase in staff levels and accordingly does not result in any increase in traffic generation. Additionally, the hours of operation are proposed to remain as approved.

Nevertheless, the additional floor area would generate an additional 0.5 trips per 100sqm, resulting in 0.25 trips per hour during peak periods under the RMS Guidelines. Accordingly, the additional vehicle trips are negligible and no traffic impacts arise under the proposed modification.

Traffic Generation is discussed further in the Traffic Report in **Appendix D**.

## 6.5 STORMWATER

A review of the Stormwater Management on the subject site has been undertaken by AT&L and is provided in **Appendix G**.

As part of the Concept and Project Approvals obtained for the site to date, GHD prepared a precinct wide stormwater management strategy which forms the basis of the stormwater management design proposed for the Oakdale Central site. In addition to this report, GHD also prepared a precinct wide Soil and Water management plan for the proposed site.

These documents have been reviewed by AT&L and the proposed modification is consistent with these documents and that the strategies and principals outlined with the GHD reports would still apply to the modification. Accordingly, no modification to the stormwater is proposed as a result of this application.

This is discussed further in the Stormwater Management review in **Appendix G**.

## 6.6 BUILDING CODE OF AUSTRALIA

A BCA Report has been prepared by Blackett Maguire + Goldsmith and is provided in **Appendix E**.

The report includes a BCA and Section J assessment of the proposed warehouse extension against the Deemed-to-Satisfy Provisions of the BCA 2012. The report provides a number of recommendations to meet the relevant requirements and concludes the following:

*Arising from the review, it is considered that the proposed development can readily achieve compliance with the relevant provisions of the BCA by way of minor plan amendments and fire engineered Alternative Solutions prior to issue of the Construction Certificate. Furthermore, we are of the opinion that any plan amendments required in order to achieve compliance with the BCA would not be of a nature that would necessitate the submission of a Section 75W to amend the Project Approval.*

Accordingly, the recommendations of the BCA report will be incorporated into the detailed design of the warehouse building prior to the issuing of a Construction Certificate and is therefore considered to be appropriate.

### 6.6.1 FIRE SAFETY

A Fire Safety Strategy has been prepared by Raw Fire and provided in **Appendix G**. The Fire Safety Strategy discusses provisions for the following:

- Egress provisions.
- Passive fire protection.
- Active fire protection systems.
- First aid fire fighting.
- Fire brigade intervention.
- Building management procedures.

The Fire Safety Strategy identifies measures to adequately address relevant legislation and performance criteria of the BCA which will be incorporated into the detailed design of the warehouse building.

Where non-compliances with the BCA occur, a summary of alternative solutions are given which relate mainly to distance to the nearest exit and directional signs. The Fire Safety Strategy concludes that where items of non-compliance have not been identified it is considered that those items are expected to be Deemed-to-Satisfy solutions.

## 6.7 STATEMENT OF COMMITMENTS

As the proposed modification relates to the orientation of the building and minor associated changes to the site facilities, no change to the Statement of Commitments to those already detailed and approved are proposed.

## 7 Conclusion

The application seeks to modify Project Approval MP 08\_0066 in relation to Site 1A in the Oakdale Central Industrial Estate to allow for appropriate operation and increased efficiency for the development. In the context of the existing Project Approvals, the proposed modifications are considered to be of a minor nature, and are generally aligned with the nature and scale of the approved warehouse development as:

- The proposed modifications would not result in significant additional environmental impact;
- The proposed modifications do not alter the purpose or broad layout of the project; and
- The project as modified would remain compliant with the applicable development controls.

Accordingly, it is requested that the Minister, having due regard to the information in this application, approve the proposed modifications under Section 75W of the Act.



## Appendix A

## Project Application Approval (as modified)

Appendix B

Architectural Plans



## Appendix C

## Landscape Plans

Appendix D

Traffic Report

## Appendix E

## BCA Report

## Appendix F

## Fire Safety Report

## Appendix G

## Stormwater Management Review

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