Environmental Impact Statement

State Significant Development Application
SSD 37486043

Oakdale East Estate
2-10 Old Wallgrove Road, Horsley Park

Prepared for Goodman Property Services (Aust.) Pty Ltd
Submitted to the Department of Planning and Environment

July 2022

Certification of Environmental Impact Statement

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Proposed development

Applicant	Goodman Property Services (Aust.) Pty Ltd
Applicant's address	The Hayesbery 1-11 Hayes Road Rosebery NSW 2018
Land to be developed	2-10 Wallgrove Road, Horsley Park
Legal description	Lot 102 and 103 in DP1268366
Project description	The proposed development facilitates the Concept Masterplan for the OEE, lead-in works, estate-wide infrastructure works, the development of a warehouse and distribution facility in Precinct 3 and extension of the existing approved development in Precinct 1.

Declaration

We certify that the content of the Environmental Impact Statement, to the best of our knowledge, has been prepared in accordance with the requirements of section 190 and 192 of the *Environmental Planning and Assessment Regulation 2021*; contains all available information that is relevant to the assessment of the development and that to the best of our knowledge the information contained in this report is neither false nor misleading.

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5 July 2022

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Cover image: Aerial image of the site (Source: Nearmap)

Revision	Prepared by	Reviewed by	Date	Revision Type
1	CT/KW	DK	29/4/22	Draft
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List of Abbreviations

ACHAR	Aboriginal Cultural Heritage Assessment Report
AHD	Australian Height Datum
AHIMS	Aboriginal Heritage Information Management Systems
APZ	Asset Protection Zone
AQIA	Air Quality Impact Assessment
BC Act	Biodiversity Conservation Act 2016
BDAR	Biodiversity Development Assessment Report
BHA	Bushfire Hazard Assessment
CBD	Central Business District
CIV	Capital Investment Value
CLM Act	*Contaminated Land Management Act 1997*
CNVMP	Construction Noise and Vibration Management Plan
DCP	Development Control Plan
District Plan	Western City District Plan

DPE	Department of Planning and Environment
DSI	Detailed Site Inspection
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	*Environmental Planning and Assessment Regulation 2000*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
ESCP	Erosion and Sediment Control Plan
GSC	Greater Sydney Commission
GFA	Gross Floor Area
GLA	Gross Lettable Area
ha	hectare
ICNG	Interim Construction Noise Guideline
km	kilometres
LGA	Local Government Area
m	metres
NVIA	Noise and Vibration Impact Assessment
PBP 2019	*Planning for Bushfire Protection 2019*
PSI	Preliminary Site Inspection
RAP	Remediation Action Plan
Region Plan	*The Greater Sydney Region Plan, A Metropolis of Three Cities*
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 33	*State Environmental Planning Policy No. 33 – Hazardous and Offensive Development*
SEPP 55	*State Environmental Planning Policy No. 55 – Remediation of Land*
SSD	State significant development
TA	Transport Assessment
VIA	Visual Impact Assessment
WSUD	Water Sensitive Urban Design

Summary

This Environmental Impact Statement (EIS) has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of *Goodman Property Services (Aust.) Pty Ltd* (Goodman) to support a State Significant Development (SSD) application for a Concept Plan for the Oakdale East Estate (OEE) and development consent for Stage 2 works at 2-10 Wallgrove Road, Horsley Park.

The OEE Concept Plan comprises the staged development of eight warehouse buildings across five precincts. Stage 1 of the OEE was completed in September 2021 and included Precinct 1 building and infrastructure works.

The Stage 2 works comprise lead-in works, estate-wide infrastructure works, the development of a warehouse and distribution facility in Precinct 3 and extension of the existing approved development in Precinct 1 to create a new warehouse tenancy. The capital investment for the project is estimated at $804,861,192.

The development meets the criteria for SSD under Schedule 1, section 12 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) as it involves development of a warehouse or distribution centre at one location and related to the same operation with a capital investment value (CIV) of more than $30 million. The Minister for Planning and Public Spaces is the consent authority for the application.

The Site

The site forms the eastern extent of the 421 hectare (ha) Oakdale Industrial Estate and is located within the Western Sydney Employment Area (WSEA). The site is located within the Fairfield Local Government Area and is legally described as Lot 102 and Lot 103 in DP1268366 (Figure A).

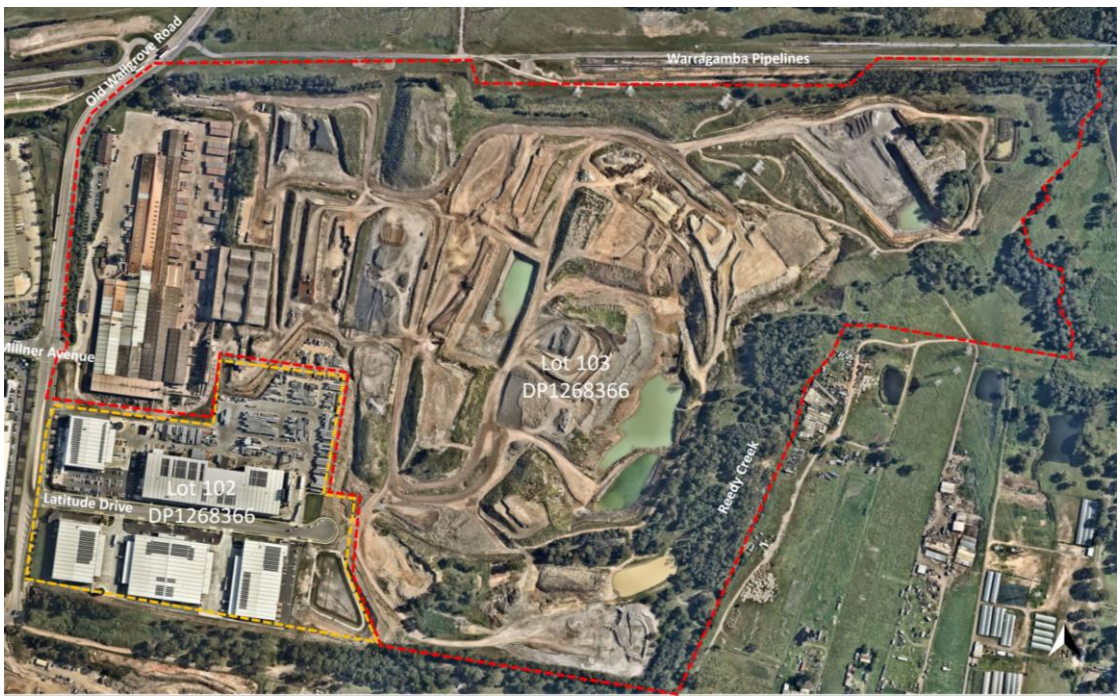


Figure A: Current site layout (Source: Nearmap)

Background

The site was previously operated by Austral as a brickworks and quarry under a permit granted in 1971 by Blacktown City Council (Permit No 1340). Subsequent development consents were issued for expansion of the quarry and modifications to the brick manufacturing plant (Plant 23).

Since the approval of Precinct 1 of the OEE in 2019 under DA 93.1/2019 (Figure 4), the quarrying operations have been scaled back and the Precinct 1 development was completed in September 2021.

A DA was lodged in September 2021 with Council for the rehabilitation of the quarry (DA 347.1/2021) on Lot 103 DP1268366 (formerly Lot 121, DP1257276) which is currently under assessment. The proposed activities under DA 347.1/2021 include demolition of existing buildings, remediation, earthworks and stormwater infrastructure to prepare the site for detailed earthworks and infrastructure under the OEE development. Accordingly, this SSD application relies upon DA 347.1/2021 for much of the site preparation works required to facilitate the development, particularly to establish nominal warehouse pad levels of 76 m to 78 m AHD in Precincts 1 to 3 and 65 m AHD in Precinct 4.

Concept Masterplan

The broader OEE concept masterplan comprises five precincts across the 88 ha site (Figure B). Precinct 1 is already completed in accordance with DA 93.1/2019 and approval for the completed area of Precinct 1 is not incorporated into the concept application.

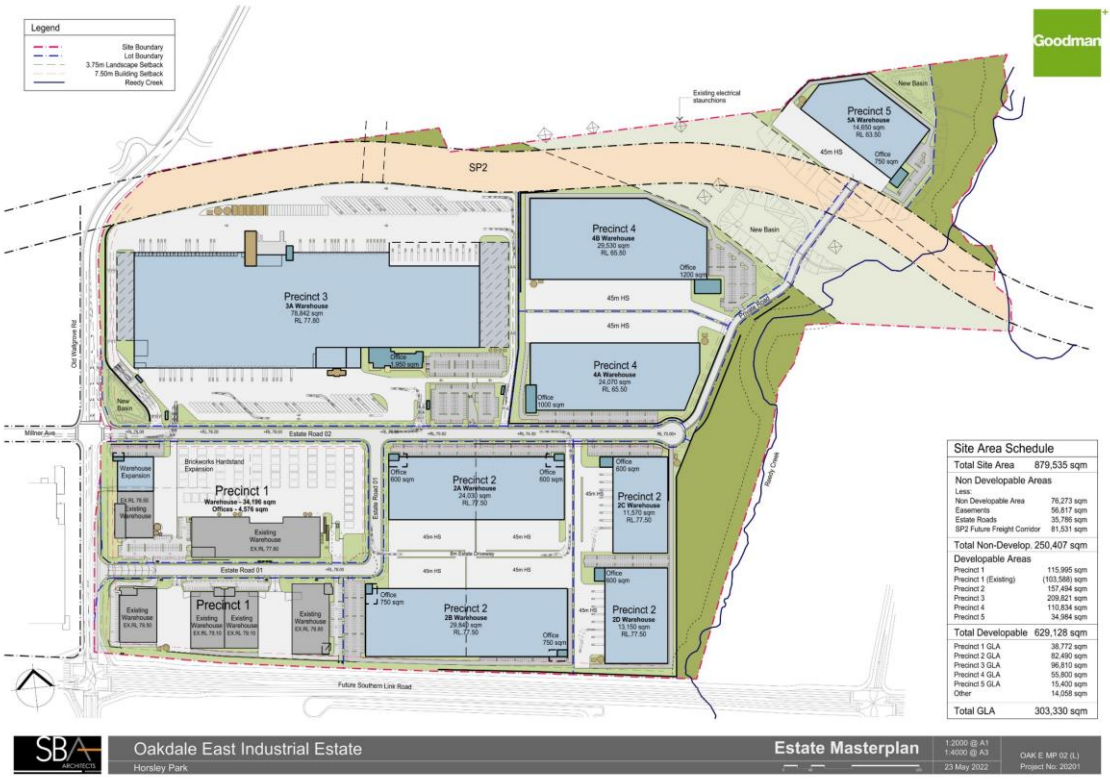


Figure B: Oakdale East Estate Concept Masterplan (Source: SBA Architects)

The net developable area of the OEE site is approximately 52.5 ha with approximately 24.6 ha associated with non-developable areas including easements, estate roads, infrastructure, vegetation management and the SP2 infrastructure corridor.

The proposed development under the concept application will include 8 warehouses within Precincts 2, 3, 4 and 5 plus the extension of a building in Precinct 1, as well as infrastructure works required to facilitate the development. The proposed concept plan will set the development controls for the Estate which will override the Development Control Plan (DCP) that is currently with DPE for consideration.

The proposed construction hours for works within the concept application area are the standard construction hours of 7 am to 6 pm, Monday to Friday and 8 am to 1 pm on Saturdays. The OEE is proposed to operate 24 hours a day, 7 days a week.

The development of Precinct 2, 4 and 5 will be subject to separate applications.

Stage 2 Estate-wide Works

Approval is sought under this application for the following estate-wide works:

- bulk earthworks for Precinct 5 and construction of detailed earthworks, retaining walls and infrastructure to facilitate the level building pads for future warehouses in the OEE
- lead-in infrastructure works including the upgrade to the intersections of Old Wallgrove Road / Millner Avenue and Lenore Drive / Old Wallgrove Road and associated services
- estate-wide infrastructure works to enable future development of the site, including:
  - the estate road network
  - stormwater infrastructure, electrical, communications infrastructure and other services infrastructure to provide serviced development pads
- construction, fit out and use of Precinct 3 - a high bay temperature-controlled warehouse, with associated loading bays, office and ancillary buildings, car and truck parking, signage and landscaping and solar power
- extension of the warehouse building and hardstand in Precinct 1, including associated office, car parking, signage, landscaping and solar power
- staged subdivision of the site to align with the OEE Precincts
- vegetation clearing and biodiversity offsets
- estate wide landscaping and vegetation management

The above works are required in conjunction with the works under the rehabilitation DA to facilitate the redevelopment of the OEE.

Precinct 3

Approval is sought for the construction, fit out and use of an automated, temperature-controlled high bay warehouse building in Precinct 3 (Figure C), including 78,842 square metres (m^2) of warehouse space and 10,009 m^2 of future expansion areas, 38,050 m^2 of mezzanines, single level 1,975 m^2 office, 5,984 m^2 of ancillary buildings. The total development spans 96,810 m^2 including expansion areas.

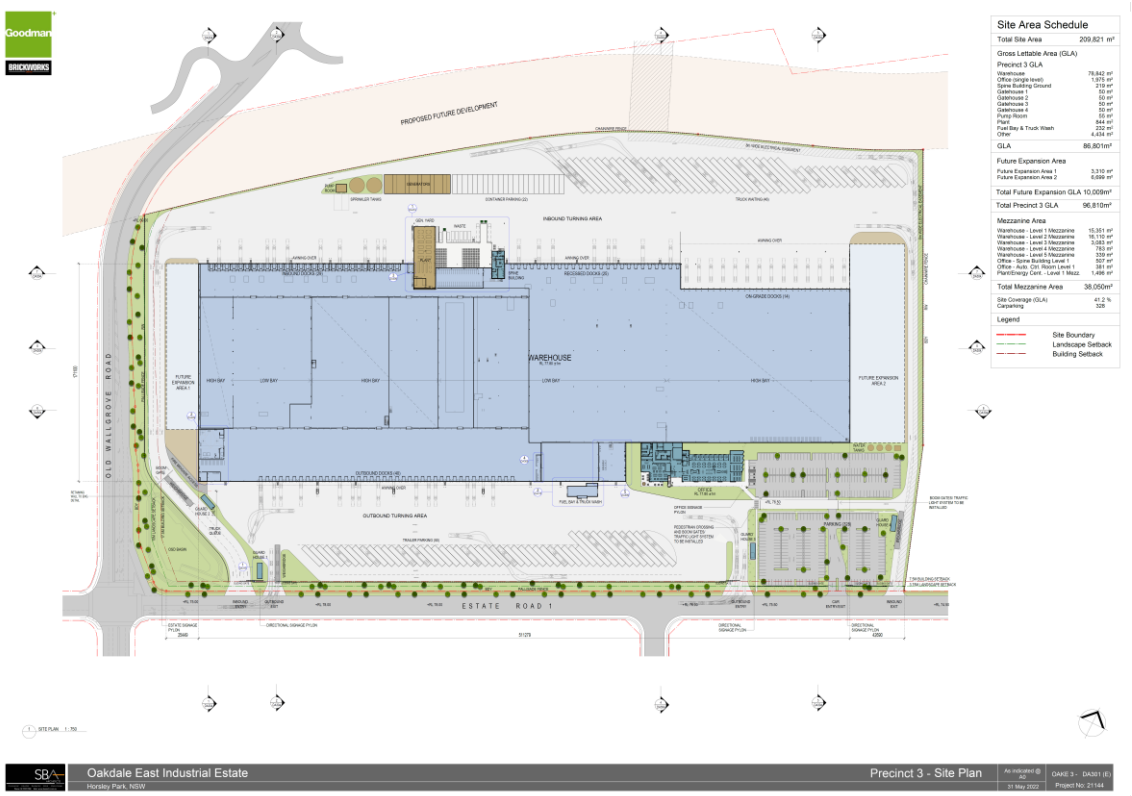


Figure C: Building 3A Site Plan (Source: SBA Architects)

Precinct 3 will have a maximum ridge height of 43 metres (m) (excluding plant and solar) and will include 328 car parking spaces, 96 trailer parking spaces and 104 loading docks. Precinct 3 has a capital value of approximately $603 million and is anticipated to provide 500 construction jobs and 572 operation jobs.

Precinct 1 Expansion

Approval is sought for the expansion of Precinct 1 (Figure D) including an expansion of the existing warehouse building to create a new tenancy comprising 2,665 m^2 of warehouse building and 307 m^2 of two storey office space, with provision of four loading docks and 54 car parking spaces.

The Precinct 1 Expansion also includes an expansion of the hardstand area associated with Brickworks' operations in the precinct. The estimated capital cost of the Precinct 1 extension is $4.4 million and is anticipated to provide up to 75 jobs during operation.

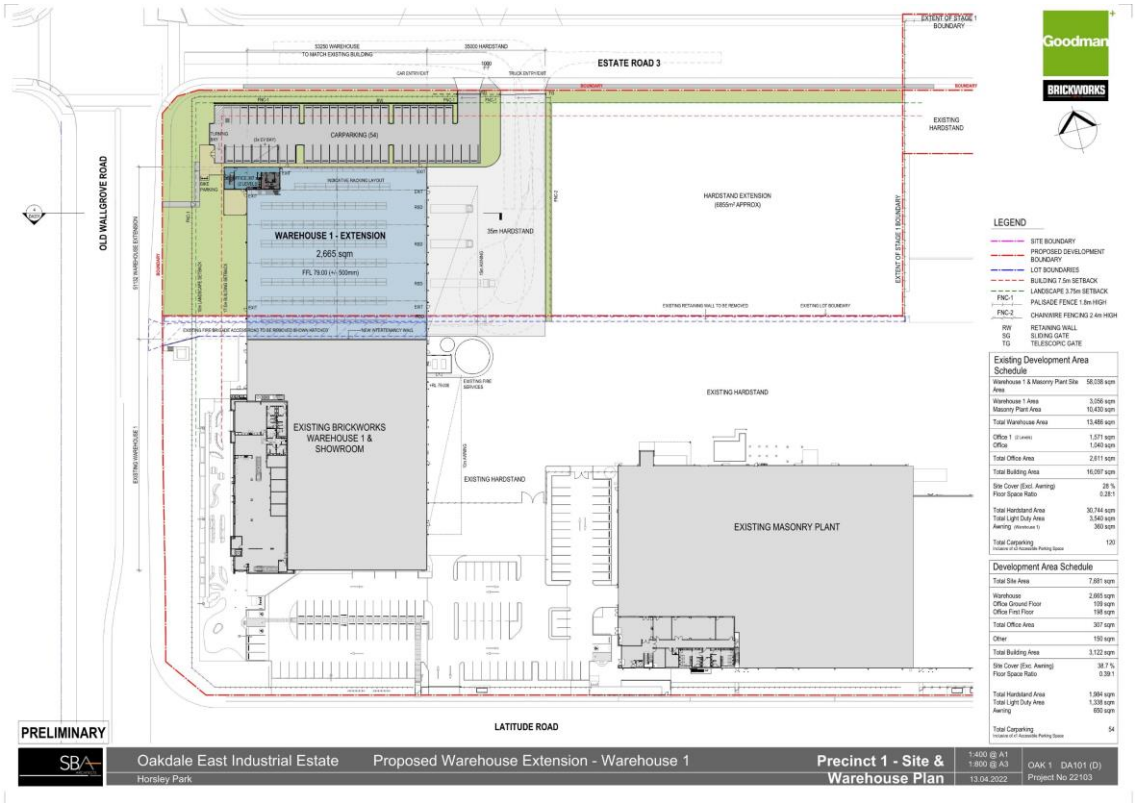


Figure D: Proposed Warehouse 1 extension in Precinct 1 (Source: SBA Architects)

Assessment of Impacts

This EIS provides a comprehensive assessment of the impacts associated with the development and is supported by several specialist consultant reports to consider the different potential impacts of the proposal.

Impacts considered within the EIS include:

- built form and visual impacts
- soil and water
- contamination
- traffic and transport
- noise and vibration
- biodiversity
- fire safety
- air quality
- waste management
- hazards and risk
- heritage
- social impacts

The EIS finds that the development complies with the relevant controls and that environmental impacts can be appropriately managed through a series of mitigation measures. Key environmental impacts are summarised below.

Built Form and Visual Impact

The built form of the Precinct 1 Expansion has been designed with a ridge height of 13.7 m to match the existing warehouse it adjoins. The built form approach ensures the extension presents as a single structure to Old Wallgrove Road despite comprising a separate tenancy. This approach ensures a consistent high quality appearance is presented by the expansion

Precinct 3 is proposed to be developed as a high bay warehouse building (Building 3A) with a maximum height of 43 m (excluding rooftop plant and solar) to utilise the precincts strategic distance from sensitive receivers and position adjacent to infrastructure corridors. The proposal utilises appropriate setbacks to Old Wallgrove Road allowing for landscape screening to reduce and mitigate visual impacts.

Furthermore, the proposal is supported by a Landscape Character and Visual Impact Assessment (LCVIA) undertaken by Clouston Associates at Appendix 11. The LCVIA notes the viewpoints with the closest and unobstructed views are to the west of the estate along Old Wallgrove Road within similar industrial estates. These viewpoints are not considered to be sensitive receivers.

The LCVIA concludes that given the site's context which is surrounded by predominantly industrial land, visual impacts are relatively low. Rural residential receivers in proximity of the site to the south will not be detrimentally impacted by the development given the existing dense vegetation between the site and these receivers which screens any potential sightlines.

Soil and Water

The application is supported by detailed civil engineering design plans (Appendix 12) and a Civil Infrastructure and Stormwater Management Report (CISMR) (Appendix 13) prepared by AT&L. The potential impacts on flooding in Reedy Creek are assessed by BMT (Appendix 14).

The CISMR includes a stormwater management plan which demonstrates that adequate controls can be established to avoid the pollution of receiving waters during construction of the development, including three sediment basins, diversion structures, ongoing maintenance and inspections.

All stormwater drainage from the Oakdale East development, including on site detention basins to store and discharge water from the estate to Reedy Creek, is designed to accommodate the 100-year ARI storm event and comply with Council's engineering requirements. The civil designs include Water Sensitive Urban Design including the use of rainwater capture and storage to achieve a 40% reduction in water consumption. With the proposed design of this infrastructure in accordance with Council's policies, the proposal can satisfactorily achieve the water quality objectives of Reedy Creek.

The Flooding Assessment by BMT demonstrates that the introduction of landforms associated with Precinct 5 would result in negligible changes to the flooding regime of Reedy Creek with the maximum predicted increase in flood levels of 0.03 m during the 1% annual exceedance probability flooding event.

Traffic and Transport

A Transport Assessment (TA) and Green Travel Plan (GTP) have been prepared by Ason Group (Appendix 15 and Appendix 28, respectively) for the proposed development. The TA assessed the existing and proposed road network, traffic modelling and design of the estate to accommodate heavy reticulated vehicles.

The key findings of the TA demonstrate that with minor upgrades to the intersections of Old Wallgrove Road with Millner Avenue and Lenore Drive, the proposed Concept Plan and Stage 2 works within Precinct 3 and the Precinct 1 expansion are supportable on transport planning grounds. The TA also finds that the proposed mitigation measures such as those included in the GTP are adequate in ensuring appropriate infrastructure is in place to reduce the impact of the development of the OEE on the surrounding road network.

Amenity Impacts

The application is accompanied by a Noise and Vibration Impact Assessment (NVIA) (Appendix 19) and Air Quality Impact Assessment (AQIA) (Appendix 20) to assess the development's potential impacts on the amenity of surrounding areas. Key sensitive receivers are located in the rural residential areas to the south and east of the OEE site.

The NVIA prepared by RWDI notes construction activities likely to generate vibration would be operated greater than 120 m from the site boundary. The NVIA concluded that no vibration impacts would be experienced at off site receivers.

The NVIA modelled predicted construction noise levels at surrounding receiver locations which found that none of the receiver locations would be highly noise affected with all noise levels lower than the maximum construction noise level of 75 dBA.

The NVIA modelling for operational noise predicts compliance with daytime and evening noise criteria at all receivers around the site, apart from two receivers during the evening period. Without mitigation, the operation of Stage 2 is predicted to result in minor to moderate (up to 6 decibel) exceedances of the relevant night time noise criteria at six receivers along the southern boundary of the site and the closest receiver to the south east of the site. The development is predicted to comply with night time noise criteria at all other receivers.

The NVIA notes that once the warehouse buildings in Precinct 2 and noise barriers are developed and with the noise barriers in place, the development will comply with project noise criteria at all receiver locations during all times of the day. To ensure the development achieves the project noise objectives at surrounding receivers, the Applicant proposes to not commence operation of Precinct 3 until the configuration of warehouses in Precinct 2 is finalised, with a noise barrier to be installed based on the final warehouse design. As a contingency in the event the construction of Precinct 2 warehouses is delayed before commencement of Precinct 3 operation, temporary noise barriers would be installed.

The AQIA prepared by SLR Consulting assessed the potential air quality impacts from the development during construction and operation. The AQIA includes several mitigation measures to ensure both construction and operational air quality impacts are limited.

Based on the implementation of the recommended noise, vibration and air quality mitigation measures, it has been determined that the proposal will result in acceptable amenity impacts to surrounding properties.

Biodiversity

The proposal is accompanied by a Biodiversity Development Assessment Report (BDAR) prepared by Ecologique (Appendix 16). The BDAR notes that the OEE site is generally cleared of vegetation given its existing operations as a quarry and brick manufacturing facility. The 2.58 ha of vegetation clearing associated with the rehabilitation DA 347.1/2021 will be offset according to the BDAR prepared for that DA.

The BDAR notes approximately 2.28 ha of native vegetation is required to be cleared for the OEE as part of this application and will generate 14 ecosystem credits and 10 species credits to offset this impact. Notwithstanding the offset credits, proposed clearing of vegetation is limited to highly degraded and scattered patches of native vegetation that are primarily located within an active quarry. Most native vegetation to be cleared is of planted origin or has colonised man-made bunds and dams.

The BDAR recommends several mitigation measures to ensure the proposal does not impact biodiversity values. Subject to the implementation of the mitigation measures, it is considered that the development of the OEE can effectively conserve biodiversity values during the construction and operational phases of the proposal.

Project Justification

The EIS has assessed the proposal in accordance with the strategic planning framework and statutory planning framework and has also considered the likely environmental impacts and the required mitigation measures as a result. The EIS has determined the proposal is justified and will result in significant public benefits as:

- the proposal supports the development of warehouse and distribution uses consistent with the vision for the Western Sydney Employment Area
- the proposal is consistent with the strategic planning context including the following strategies:
  - State Infrastructure Strategy
  - Greater Sydney Region Plan
  - Western City District Plan
  - Future Transport Strategy 2056
  - Fairfield Local Strategic Planning Statement
- the proposal will facilitate a $804.9 million investment into the construction of the site and will facilitate over 300,000 m^2 of warehouse and office floor space
- the development of Stage 2 will support up to 500 jobs during construction and over 550 jobs during operation resulting in significant social benefits for Western Sydney
- the site is suitable for the development considering:
  - the proposal is compatible with surrounding development and land uses
  - adequate separation is provided from sensitive land uses including rural residential dwellings
  - all potential environmental impacts of the proposal can be suitably mitigated within the site

1 Introduction

This Environmental Impact Statement (EIS) supports a State significant development (SSD) application for a Concept Plan across the Oakdale East Estate (OEE) and development consent for Stage 2 of the OEE.

The OEE will comprise the staged development of eight warehouse buildings over five precincts in the Western Sydney Employment Area (WSEA). Stage 1 of the OEE was completed in September 2021 and included Precinct 1 building and infrastructure works.

The proposed development includes lead-in works, estate-wide infrastructure works, the development of a warehouse and distribution facility in Precinct 3 and extension of the existing approved development in Precinct 1.

The proposal is classified as SSD in accordance with *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP). Under Schedule 1, clause 12 of the Planning Systems SEPP, development for the purposes of a warehouse or distribution centres with a capital investment value more than the relevant amount is considered to be SSD. The CIV for the project is estimated at $804,861,192, which is greater than the relevant amount of $30 million.

The Applicant's details are provided in Table 1.

Applicant	Details
Name	Goodman Property Services (Aust.) Pty Ltd
Address	The Hayesbery 1-11 Hayes Road Rosebery NSW 2018 Australia
ABN	40 088 981 793

Table 1: Applicant details

1.1 Site Description

The subject site is located at 2-10 Wallgrove Road, Horsley Park in the Fairfield local government area (LGA). The site is legally described as Lot 102 and Lot 103 in DP1268366.

The site forms the eastern extent of the 421 hectare (ha) Oakdale Industrial Estate and is located approximately 15 kilometres (km) west of the Parramatta CBD and approximately 13 km northeast of the Western Sydney International Airport site (Figure 1).

The site is currently occupied by 4 smaller warehouse buildings and a larger masonry plant in the south-western corner of the site on Lot 102 in DP1268366 (Figure 2). The development of these warehouses was approved by Fairfield City Council (Council) in 2019 and forms Precinct 1 of the OEE as detailed in Section 1.2.

Given the site's history and use as a quarry, the majority of the site has been significantly disturbed, with the former masonry plant located in the western area of the site. Vegetation is generally limited to the eastern boundary of the site, in the Reedy Creek riparian corridor, with isolated stands of vegetation in other parts of the site. There are no known heritage items on the site or within 500 m of the site.

Figure 1: Oakdale East Estate site in its regional setting (Base source: Nearmap)

Figure 2: Current site layout (Source: Nearmap)

Current vehicle access to the site from the M7 Motorway is via Old Wallgrove Road, with an additional two access roads (Latitude Drive and unnamed road) providing internal access to Precinct 1.

The site generally slopes from north to south and from west to east, with a small portion of the site fronting Reedy Creek affected by flooding in a 1 in 100 year event.

The surrounding locality is characterised by industrial, rural and rural residential uses, as described below (and shown in Figure 3):

- North – the M7 Business Hub is located to the north of the subject site beyond Sydney Water's Warragamba Pipeline. The M7 Business Hub provides industrial and commercial uses. Also to the north is the Eastern Creek Zone Substation operated by TransGrid and Ausgrid.
- East – Reedy Creek, a riparian corridor, forms part of the eastern boundary. Rural residential land zoned RU4 Primary Production Small Lots under the *Fairfield Local Environmental Plan 2013* and undeveloped land zoned IN1 General Industrial under the *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP) is located further east.
- South – to the immediate south of the site is the future corridor of the Southern Link Road (SLR) to connect the M7 Motorway with Mamre Road. The RU4 Primary Production Small Lots zone forms the south-eastern boundary of the OEE. To the southwest of the site is the former CSR brickworks and quarry which is currently under redevelopment as a warehouse and logistics estate under DA 893.1/2013 (CSR Estate) and SSD 10436 (ESR Horsley Logistics Park)
- West – the broader Oakdale Estate industrial precinct is located west of the OEE. Oakdale Central directly adjoins the western boundary beyond Old Wallgrove Road, with the Oakdale West and South Estate adjoining the boundaries of Oakdale Central.

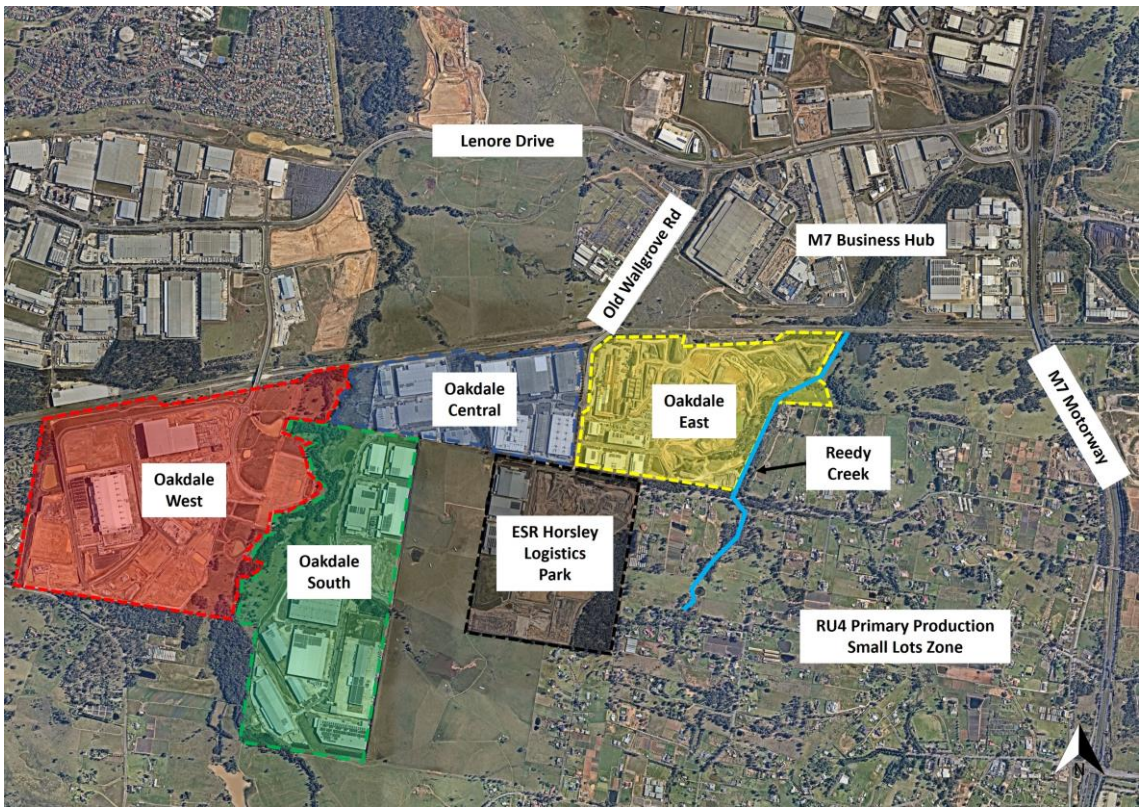


Figure 3: Immediate surrounding context (Base source: Nearmap)

1.2 Background

1.2.1 Relevant History

The site was previously operated by Austral as a brickworks and quarry under a permit granted in 1971 by Blacktown City Council (Permit No 1340). Subsequent development consents were issued for expansion of the quarry and modifications to the brick manufacturing plant (Plant 23). Operation of the quarry is also regulated by a Mining Lease (ML M(MO)L7) granted on 4 April 2018 by the Division of Mining, Exploration and Geoscience (MEG) within the NSW Department of Planning and Environment (DPE).

Since the approval of Precinct 1 of the OEE in 2019 under DA 93.1/2019 (Figure 4), the quarrying operations have been scaled back and the Precinct 1 development was completed in September 2021.

A DA was lodged in September 2021 with Council for the rehabilitation of the quarry (DA 347.1/2021) on Lot 103 DP1268366 (formerly Lot 121, DP1257276) which is currently under assessment. The proposed activities under DA 347.1/2021 include demolition of existing buildings, remediation, earthworks and stormwater infrastructure to prepare the site for detailed earthworks and infrastructure under the OEE development. Further discussion of DA 347.1/2021 is provided in Section 1.2.2.

Details of previous development applications through Council that are relevant to the site are provided in Table 2.

Application	Description	Status
DA 93.1/2019	Stage 1 construction of the OEE (Figure 4) facilitating an industrial complex including: • site-wide earthworks, infrastructure and services • site remediation • construction and use of a masonry plant with a production capacity of 220,000 tonnes • construction of 4 warehouses for generic warehouse and distributing uses The DA also included the provision of an 'Estate Wide Development Control Plan' applying to Precincts 1 and 2.	Approved by Regional Planning Panel 1 April 2020
DA 133.1/2019	Torrens Title subdivision to create two lots – Lot 100 (Precinct 1) and Lot 101 in DP 1246626	Approved by Council 11 March 2021
DA 163.1/2020	Construction of road, drainage works, associated civil works and landscaping within Precinct 1.	Approved by Council 24 April 2020
DA 347.1/2021	The DA seeks approval for the following works: • demolition of the old brickworks (Plant 23) and rehabilitation of the surrounding land • provision of a stormwater system suitable for industrial development including swales and detention basins • cut and fill earthworks to provide bulk pad levels suitable for future development of Precincts 1 to 4 of the OEE	Under assessment by Council

Table 2: Relevant site application history

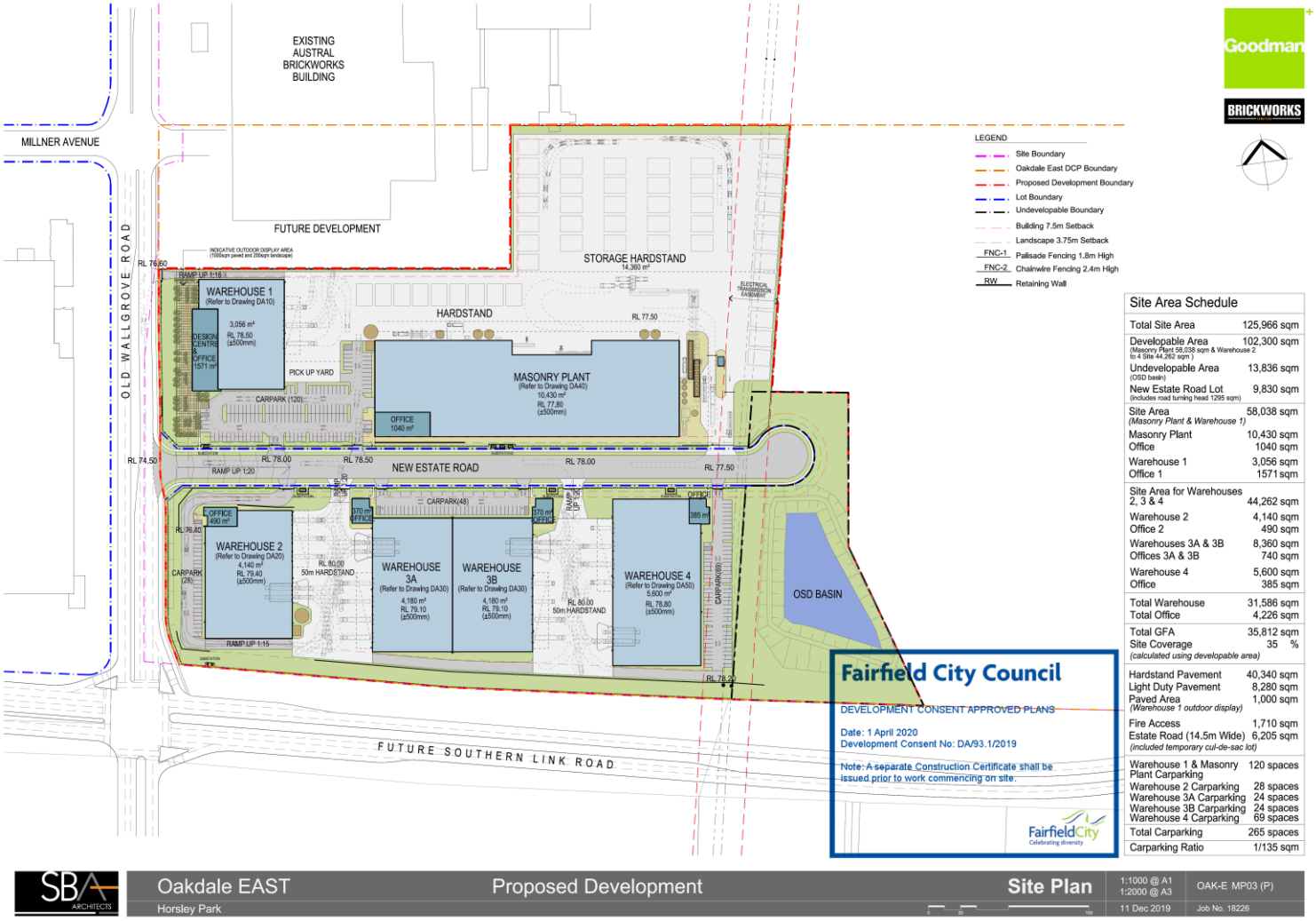


Figure 4: Approved plans for Precinct 1 development (DA93.1/2019)

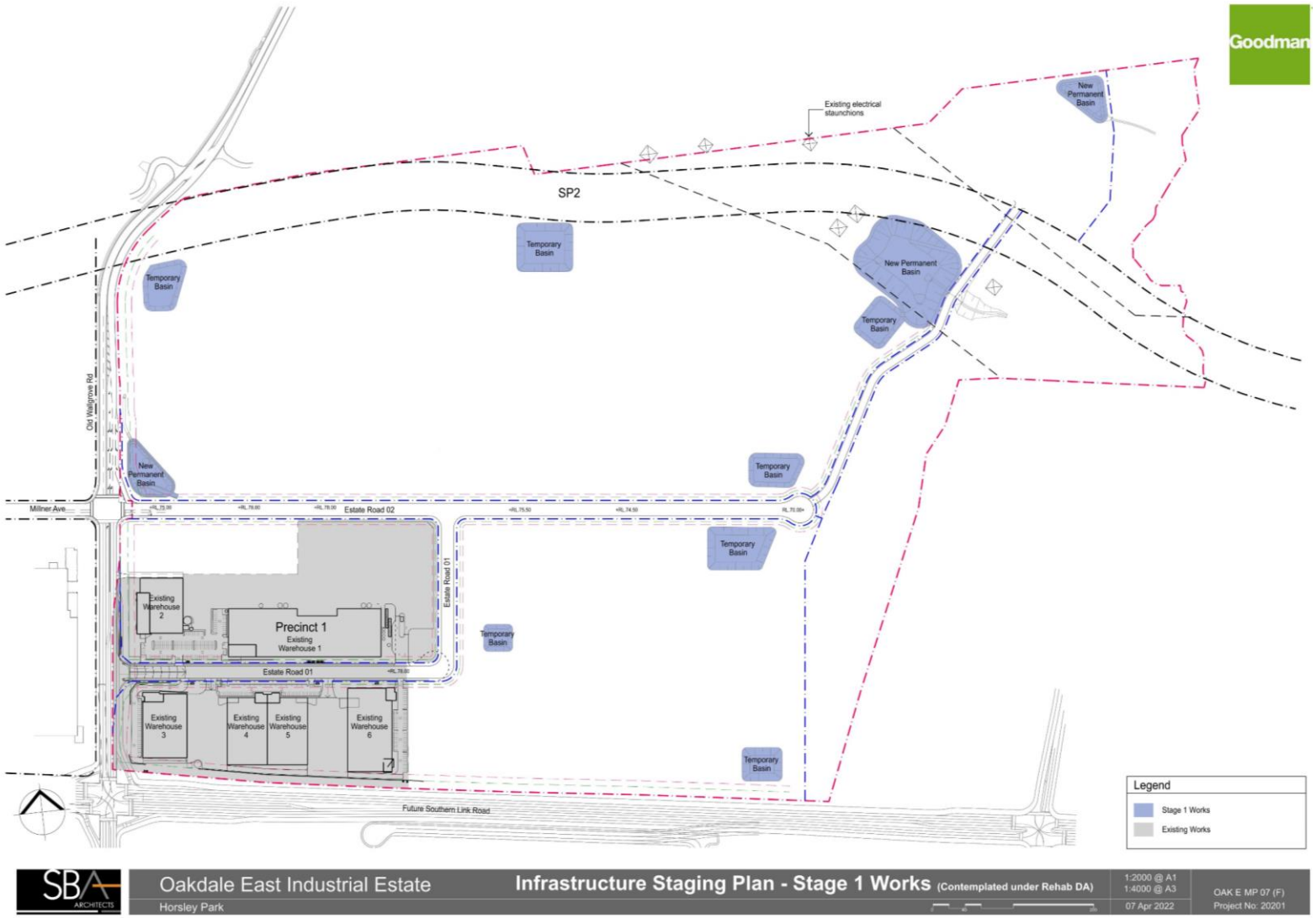


Figure 5: Stage 1 works (Source: SBA)

1.2.2 Site Rehabilitation DA

An integral development of the site which will establish landforms suitable for the development of the OEE is the rehabilitation of the existing quarry and brickworks site. The proposed rehabilitation works are subject to DA 347.1/2021 which seeks development consent for earthworks and rehabilitation of Precincts 1, 2, 3 and 4 (Figure 6).

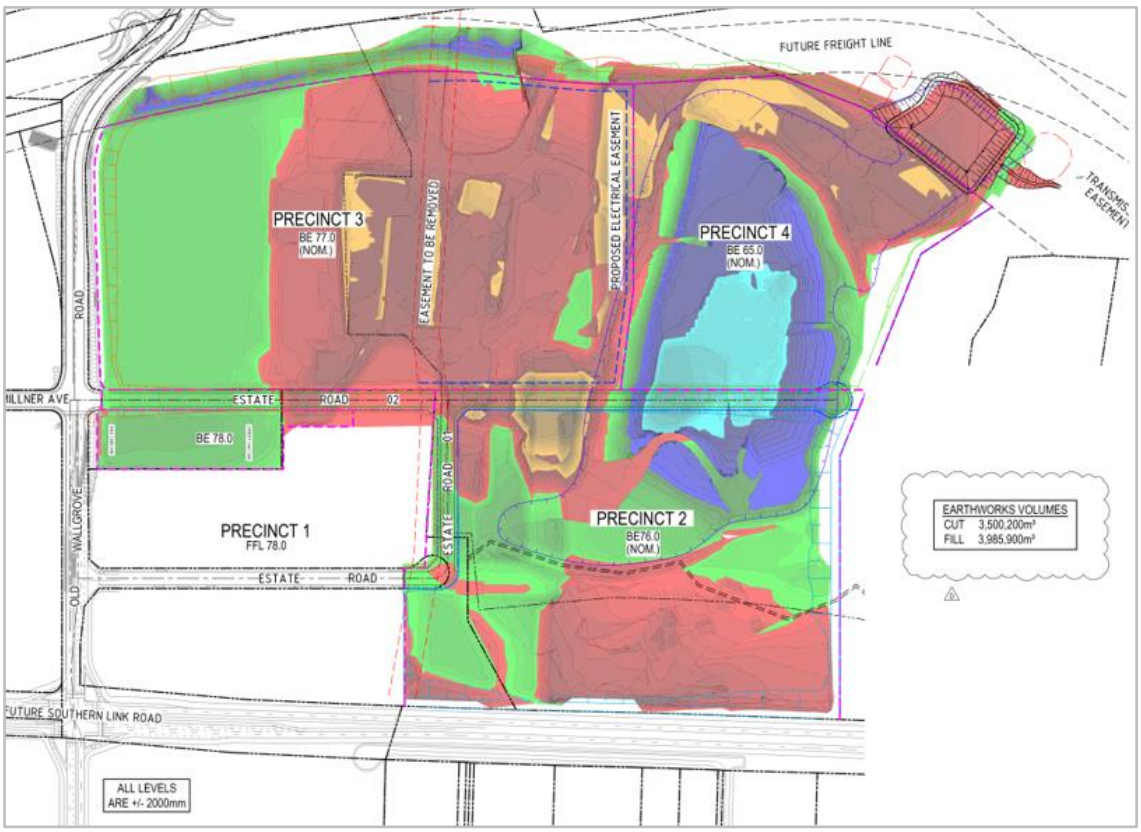


Figure 6: Rehabilitation DA Earthworks plan (Source: AT&L)

The rehabilitation DA includes the following:

- demolition of the Brick Factory and rehabilitation of the surrounding land
- clearance of approximately 2.58 ha of vegetation
- cut and fill works including approximately 3.50 million cubic metres (m^3) of excavation and 3.99 million m^3 of fill, to provide bulk pad levels suitable for future development with the final pad levels as follows (Figure 6):
  - Precinct 1 - 78 m
  - Precinct 2 - 76 m
  - Precinct 3 – 77 m
  - Precinct 4 – 65 m
- construction and operation of a stormwater management system (Figure 5) to support the development of the OEE including swales and detention basins
- retaining wall along the boundary between Precinct 3 and Precinct 4

DA 347.1/2021 is supported by a suite of technical assessments including

- contaminated site investigations and a Remedial Action Plan
- geotechnical assessments
- flood modelling
- Biodiversity Development Assessment Report
- Aboriginal and European heritage assessments

2 Strategic Context

2.1 Key strategic issues

The local and regional setting is characterised by industrial and rural residential land uses. As previously noted, the site's existing operations involve quarrying and brick manufacturing and the site forms the eastern extent of the Oakdale Industrial Estate as shown in Figure 3. The site is zoned IN1 General Industrial under the Industry and Employment SEPP.

A portion of the site is zoned C2 Environmental Conservation associated with the Reedy Creek riparian corridor, which forms the eastern boundary of the OEE. Appropriate setbacks to the Reedy Creek corridor are proposed to ensure its protection and preservation, in addition to managing bush fire risks to the proposed buildings in the estate.

An SP2 Infrastructure zone runs through the north-eastern portion of the site, designated a Major Infrastructure Corridor (MIC) under the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP). This corridor has been reserved to facilitate the Western Freight Line, a dedicated freight rail line connecting Port Botany and the Western Parkland City. Further discussion on the site's relationship to the Western Freight Line is provided in Section 4.7.

A 132 kilovolt (kV) powerline easement traverses the northeast corner of the site and through the centre of the site, the latter to be removed as part of the rehabilitation DA under DA 347.1/2021. 11 kV powerlines are located along Old Wallgrove Road.

To the immediate south of the site is the future corridor of the Southern Link Road (SLR) to connect the M7 Motorway with Mamre Road. An RU4 Primary Production Small Lots zone under the *Fairfield Local Environmental Plan 2013* forms the south-eastern boundary of the OEE. To the southwest of the site is the former CSR quarry which is currently under redevelopment as a warehouse and logistics estate under DA 893.1/2013 (CSR Estate) and SSD 10436 (ESR Horsley Logistics Park).

Given the site's context and location within the WSEA and the directions outlined for the Western City District, the redevelopment of the site as proposed will meet relevant strategic planning for the area.

2.1.1 Potential cumulative impacts

Given the site's location within the WSEA, the main cumulative impacts will be in relation to the other developed and emerging warehouse and logistics estates.

The key potential cumulative impacts of the development include:

- traffic generation
- construction and operational noise
- visual

These cumulative impacts are addressed in Section 6.

2.1.2 Agreements with other parties

A voluntary planning agreement (VPA) has been executed between the relevant landowners and the Minister for the development of Precinct 1. Any development within Lot 102 DP 1268366 of OEE under this application will therefore be subject to the provisions of the VPA.

The Applicant proposes to enter into a Planning Agreement with the Minister for the remainder of land within the OEE to be developed under the Concept Approval, for the provision of regional transport infrastructure and services.

Discussions have commenced with DPE regarding the VPA and will be further progressed in parallel to the DA assessment.

2.2 Analysis of feasible alternatives

Division 5 of Part 8, Section 192 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation) requires an analysis of any feasible alternatives to the carrying out of the development, including any feasible alternatives.

With consideration to the site's context, given its location in the WSEA and surrounded by other industrial land uses, predominantly warehouse and logistics, it is considered that any alternative development to that proposed would result in land use conflicts and would be contrary to the applicable strategic planning directions for this locality.

The proposed layout and precincts within the Estate have been determined through an optimisation process. It is noted the constraints of the site, including the Reedy Creek riparian corridor, the future SLR, 132 kV electricity easement and the SP2 Infrastructure Corridor zone for the future Western Sydney Freight Line, have been key in the design process and have informed the location and siting of precincts and indicative layout of future warehouses. Similarly, the neighbouring rural residential receivers to the and east have also assisted in determining indicative future warehouse layouts to minimise any potential impacts on these receivers.

The other alternative to the proposal is not proceeding with the development, which is discounted as it would not achieve the objectives of the Industry and Employment SEPP and not achieve employment opportunities on land within the WSEA.

3 Project description

3.1 Concept masterplan

The broader OEE concept masterplan comprises five precincts across the 88 ha site (Figure 7). Precinct 1 is already substantially developed under DA 93.1/2019 and approval for the completed Precinct 1 will not be incorporated into the concept application. However, an expansion of Precinct 1 is included in the Stage 2 SSD application.

The objectives of the OEE concept plan are to:

- facilitate the concept masterplan to guide the development of the OEE and provide warehousing and distribution uses within the WSEA
- facilitate the development of a warehouse and logistics estate within an area zoned for such uses
- provide a significant amount of floorspace to increase employment opportunities within the WSEA
- complete the planning for the broader Oakdale Industrial Estates

A summary of the key aspects of the concept masterplan is provided in Table 3.

Key aspects	Description
Project area	The broader OEE site has a total site area of approximately 88 ha and is the eastern extent of the Oakdale Industrial Estate. The site area subject of the concept application (excluding the areas covered by the approved Precinct 1 development) is approximately 77.1 ha and is bound by Old Wallgrove Road to the west, Precinct 1 and Burley Road to the south, Reedy Creek to the east and the Warragamba Pipelines to the north. The net developable area of the OEE site is approximately 52.5 ha with approximately 24.6 ha associated with non-developable area including easements, estate roads, infrastructure, vegetation management and the SP2 infrastructure corridor. The total net developable area of the broader estate, including that approved under Precinct 1 is 63 ha, with approximately 25 ha of non-developable area.
Physical layout and design	The proposed OEE development will include the development of eight warehouses within Precincts 2, 3, 4 and 5, plus the extension of a building in Precinct 1. Access to the lots via two Estate Roads with a private access servicing warehouses in Precinct 4 and Precinct 5. The indicative lot layout is provided in Figure 8 and the Architectural plans in Appendix 3. Development controls are described in Section 3.1.2.

Key aspects	Description
Uses and activities	The proposed uses and activities within the site comprise a warehouse and distribution estate with 24 hour operation, 7 days per week
Stages	• The proposal is to be developed in 4 additional stages • Stage 1 was completed under DA 93.1/2019 and comprised the development of Precinct 1 • Rehabilitation of Precincts 2 to 4 is covered by a DA currently with Council (DA 347.1/2021) • Stage 2 comprises bulk earthworks for the broader Estate, subdivision, construction of essential infrastructure including roads, services and landscaping and the construction and operation of Building 3A in Precinct 3 and the extension of Precinct 1 • Further stages to be developed across Precinct 2, Precinct 4 and Precinct 5 subject to future applications
Hours of operation	• Construction hours 7 am to 6 pm Monday to Friday, 8 am to 1 pm Saturday • estate wide operation 24 hours, 7 days a week
Gross Lettable Area (GLA)	Precinct 1 ..... 38,772 m² (including Precinct 1 extension area of 3,122 m²) Precinct 2 ..... 82,490 m² Precinct 3 ..... 96,810 m² Precinct 4 ..... 55,800 m² Precinct 5 ..... 15,400 m² Other ..... 14,058 m² **Total ..... 303,330 m²**

CIV	$804,861,192 (ex GST), comprising:
	• Stage 2 development ($660,113,802) including:
	  ○ Precinct 1 Extension ($4,440,126)
	  ○ Precinct 3 ($603,040,648)
	• Construction of remaining Precincts 2, 4 and 5 ($144,747,390)

Table 3: Main elements of the OEE Concept Plan

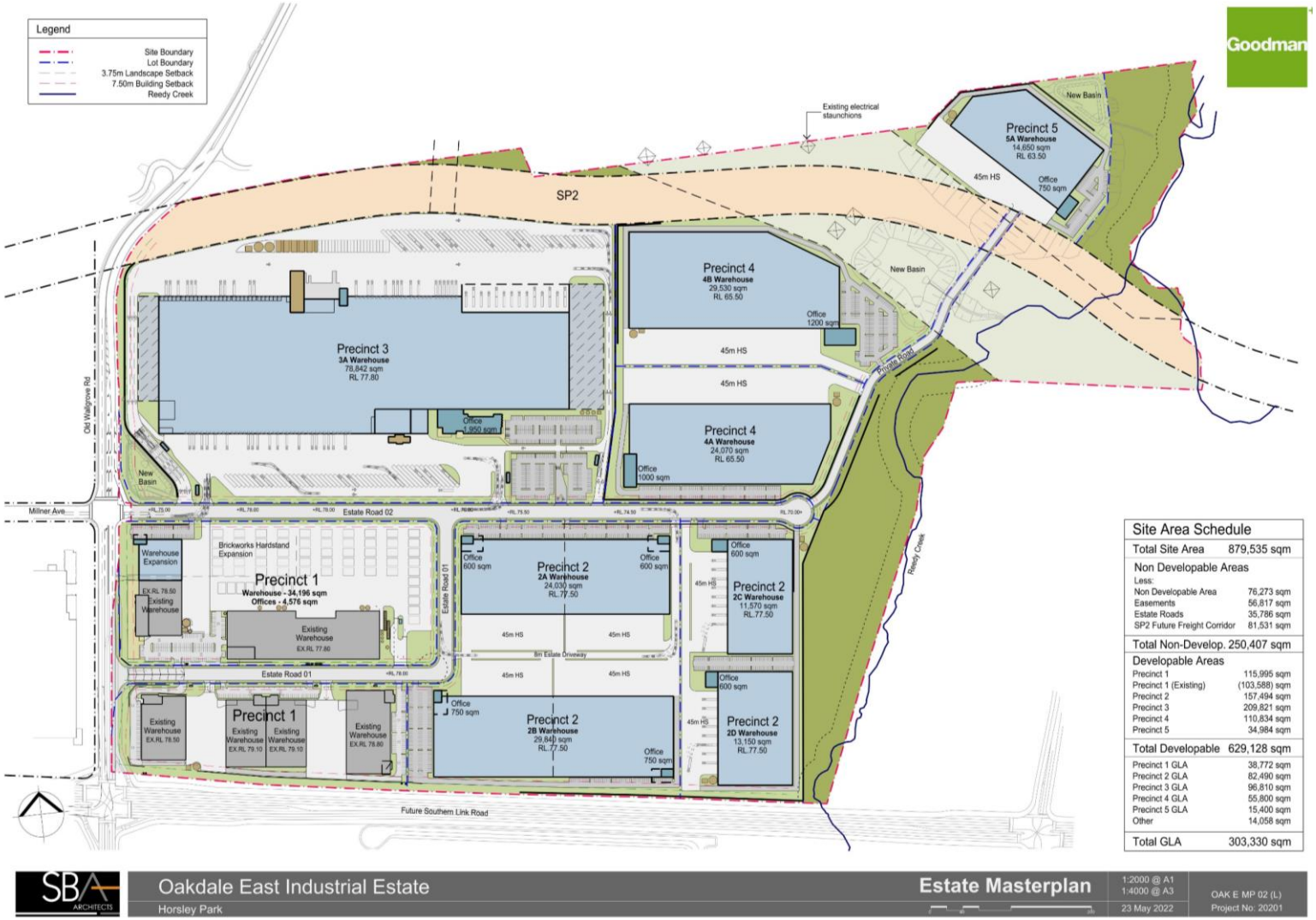


Figure 7: Oakdale East Estate Concept Masterplan (Source: SBA Architects)

3.1.1 Concept Proposal Staging

The development of the OEE will provide a significant amount of floor area for warehousing and distribution centre uses. As described in Table 3, the total proposed gross lettable area (GLA) of 303,330 square metres (m^2) is divided across five precincts as shown in Figure 8 and described in Table 3.

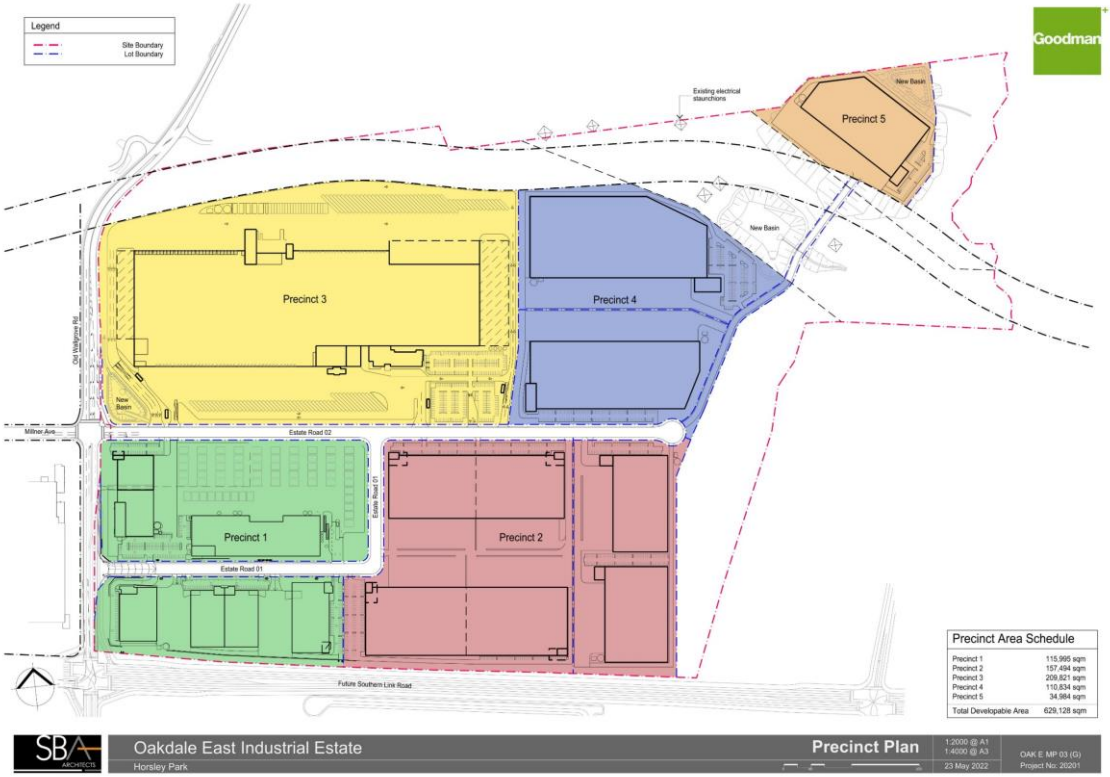


Figure 8: Precinct Plan for OEE (Source: SBA Architects)

3.1.2 Development Controls

The Concept Plan is proposed to set the development controls for the Estate which will override the Development Control Plan (DCP) that is currently with DPE for consideration.

A site-specific DCP has been prepared for Precinct 1 and was recently revised as a draft to include an extension to also apply to the rehabilitation of Precincts 2 to 4. The Draft Oakdale East Estate DCP was exhibited by DPE from 18 March to 14 April 2022. A copy of the revised DCP currently under assessment with the DPE is provided at Appendix 27.

The Oakdale East Estate will generally adopt these controls and the controls for development under the Stage 2 DA (Precinct 3 and Precinct 1 extension) and future stages across the estate will be established through the concept approval, consistent with section 4.23 of the EP&A Act.

The proposed controls for Precinct 3 facilitate the development of Building 3A and will subsequently generate a significant amount of employment floorspace within the Western Sydney Employment Area. Consequently, key controls such as building height differ from the

controls in the DCP. The controls for Precinct 1 extension will be consistent with the Draft DCP in Appendix 27.

A summary of the proposed controls under the concept plan is provided in Table 4.

Development Aspect	Control
Minimum Building Setbacks	
Old Wallgrove Road	17.5 m
Southern Link Road	15 m
Estate Roads	7.5 m
Corner Lot (secondary street frontage)	5 m
Minimum Landscape Setbacks	
Old Wallgrove Road	10 m
Southern Link Road	10 m
Estate Roads	3.75 m
Rear boundary	2.5 m
Rear Boundary Setbacks within the Estate	5 m (or 0 m subject to compliance with fire rating standards)
Side Boundary Setbacks within the Estate	5 m (or 0 m subject to compliance with fire rating standards)
Maximum Height (excl plant and solar)	
Building 3A	43 m
All other buildings	15 m
Minimum lot size	5,000 m^2
Minimum frontage	40 m (excluding cul-de-sacs)
Minimum Width (at the building line)	35 m
Minimum Depth	30 m
Site coverage	65% maximum

Table 4: Proposed development controls

3.2 Stage 2 Project

The DA also seeks development consent to undertake the development of Stage 2 of the OEE Concept Masterplan, comprising the following works (Figure 9):

- bulk earthworks for Precinct 5 and construction of detailed earthworks, retaining walls and infrastructure to facilitate the level building pads for future warehouses in the OEE
- lead-in infrastructure works including the upgrade to the intersections of Old Wallgrove Road / Millner Avenue and Lenore Drive / Old Wallgrove Road and associated services
- estate-wide infrastructure works to enable future development of the site, including:
  - the estate road network
  - stormwater infrastructure, electrical, communications infrastructure and other services infrastructure to provide serviced development pads
- construction, fit out and use of Precinct 3 - a high bay temperature-controlled warehouse, with associated loading bays, office and ancillary buildings, car and truck parking, signage and landscaping
- extension of warehouse building and hardstand in Precinct 1
- staged subdivision of the site to align with the OEE Precincts
- vegetation clearing and biodiversity offsets
- estate wide landscaping and vegetation management

The total capital cost of the Stage 2 works is $660,113,802 as described in the Cost Summary Report in Appendix 2. These works include:

- Precinct 1 Extension – $4,440,126
- Precinct 3 – $603,040,648

3.2.1 Precinct 3 Development

The Precinct 3 development includes (Figure 10 and Figure 11):

- construction, fit out and use of an automated, temperature-controlled high bay warehouse building with a total GLA of 96,810 m^2, including 78,842 m^2 of warehouse space, 38,050 m^2 of mezzanines, single level 1,975 m^2 office, 5,984 m^2 of ancillary buildings and 10,009 m^2 of future expansion areas
- development that is ancillary to the above, including additional earthworks and footings to create a final pad level of 77.8 m RL, services, fencing, utilities, solar power, signage and safety and communications infrastructure
- use of the facility for the storage and distribution of retail goods requiring refrigerated storage
- construction of truck and car parking areas, including access points, weighbridges and gate houses
- storage of Dangerous Goods triggering *State Environmental Planning Policy (Resilience and Hazards) 2021* (Resilience and Hazards SEPP).

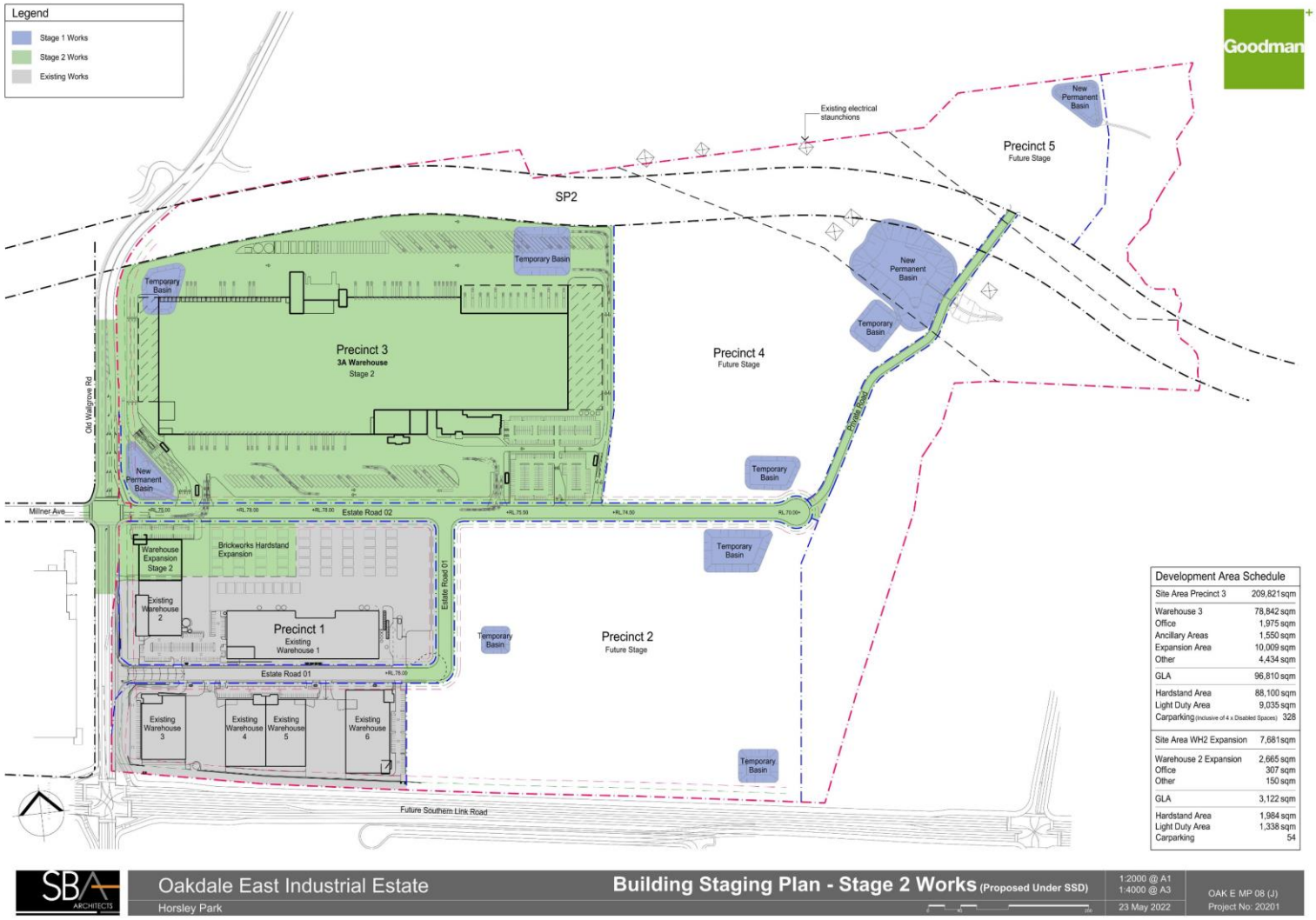


Figure 9: Stage 2 development area (Source: SBA)

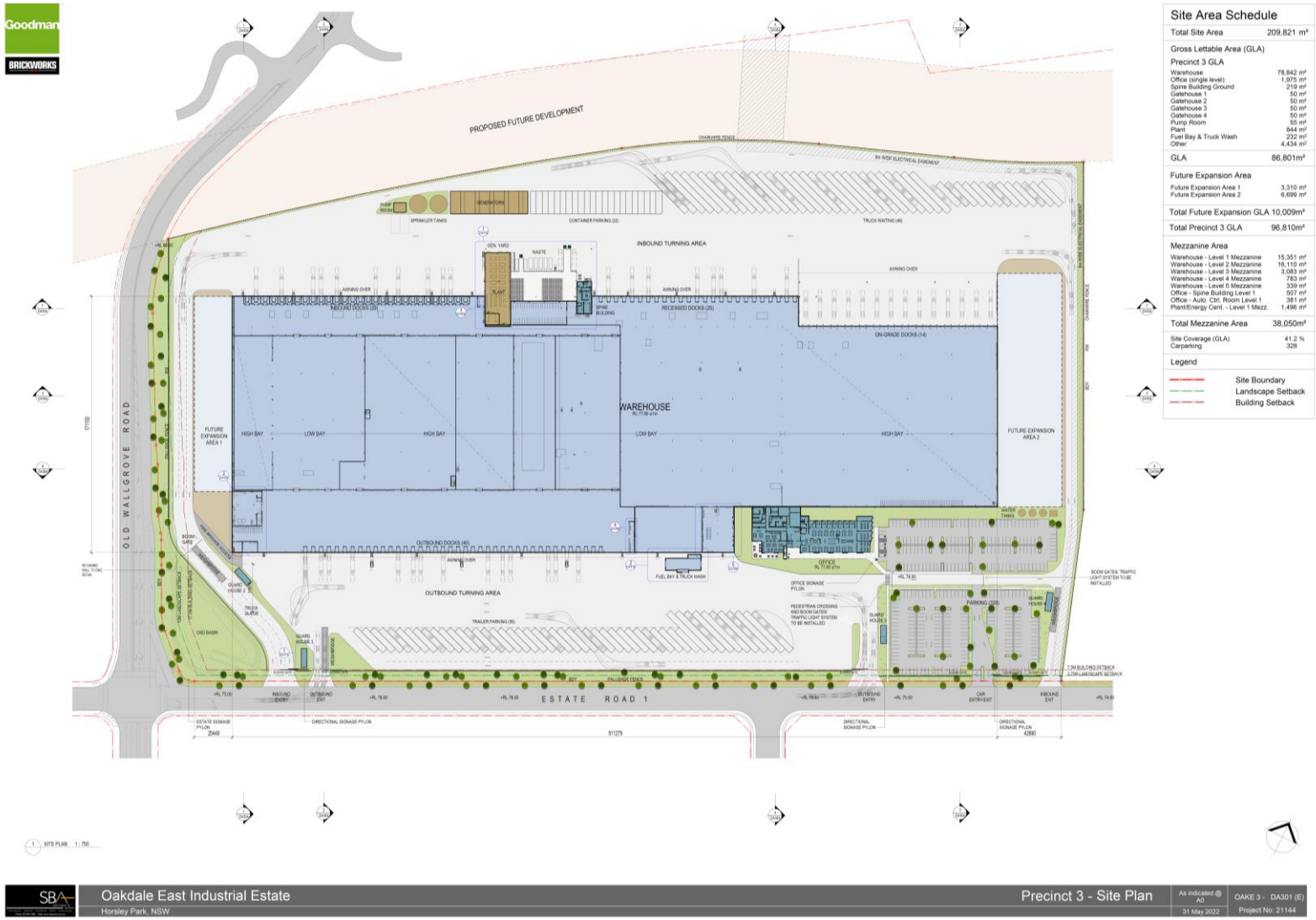


Figure 10: Building 3A Site Plan (Source: SBA Architects)

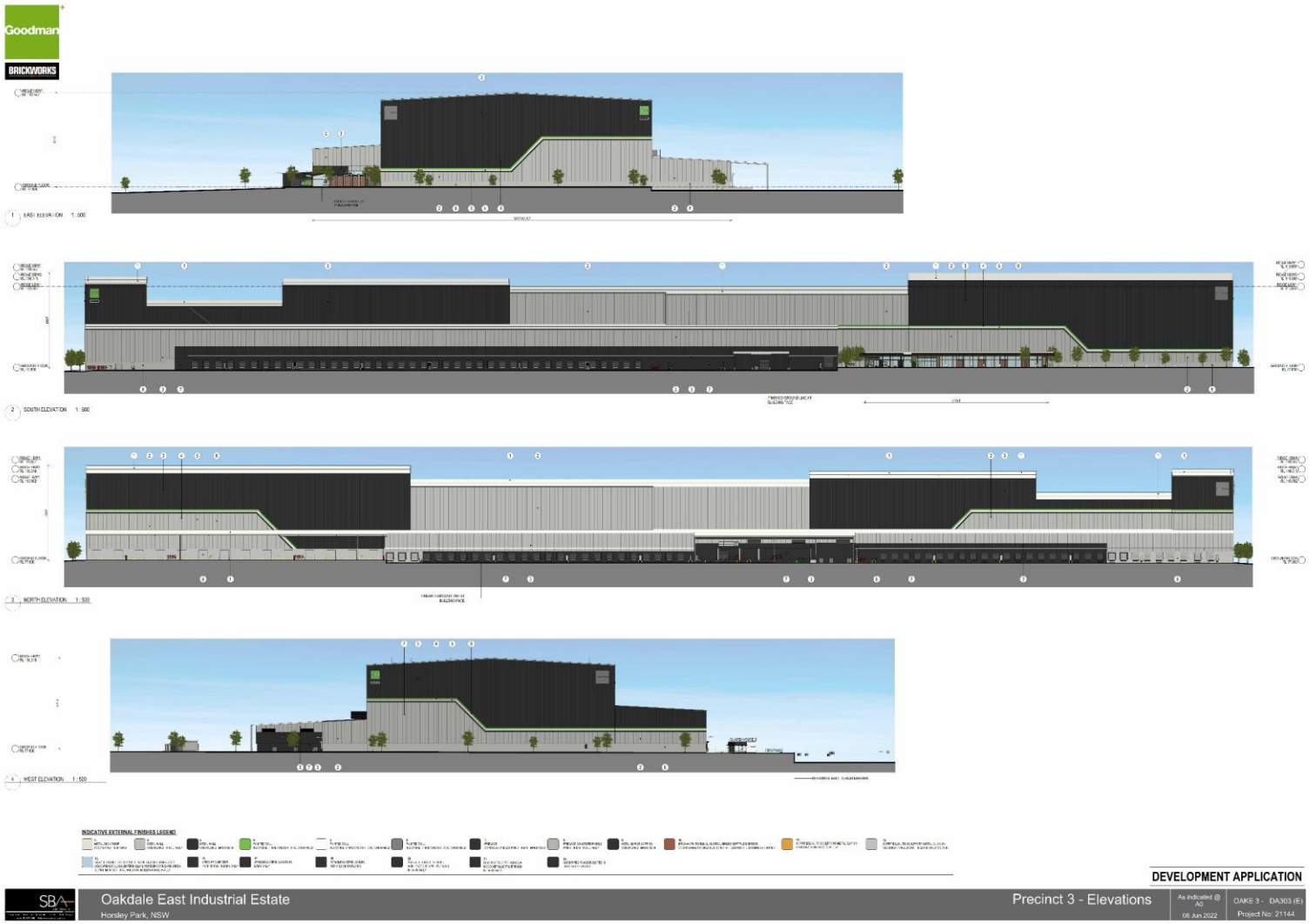


Figure 11: Building 3A elevations (Source: SBA)

A summary of the Precinct 3 development is provided in Table 5. Detailed architectural plans are provided in Appendix 9.

Element	Precinct 3
Site Area	209,821 m²
GLA	
Warehouse	78,842 m²
Offices	1,975 m²
Other	5,984 m²
Expansion Areas	10,009 m²
Total Developable	**96,810 m²**
Mezzanines	38.050 m²
Height	Maximum ridge height of 43 m (excluding plant and solar)
Car Parking	328 spaces including 6 accessible parking and 16 electric vehicle bays
Truck Parking	96 spaces plus 22 container parking spaces
Loading Docks	66 inbound and 38 outbound (including a combination of semi-recessed, drive through, and container docks)
CIV	$603,040,648 (ex GST)
Hours of Operation	24 hours, 7 days a week
Employment	500 during construction and 572 during operation
Construction Hours	6 am – 10 pm, Monday to Friday 8 am – 1 pm Saturday

Table 5: Precinct 3 Development

3.2.2 Precinct 1 Expansion

The proposed expansion of the existing warehouse building in Precinct 1 comprises an additional 2,665 m² of warehouse building and 307 m² of two storey office space, with provision of four loading docks and 54 car parking spaces, with associated signage, landscaping and solar power.

A portion of the approved Precinct 1 hardstand is within the Estate Road alignment, which will be accommodated in the new 6,855 m² hardstand areas within the extension. The reallocation of the hardstand space will allow the facilitation of the Estate Road to service other precincts within the OEE. The proposed expansion is described in Table 6 and shown in Figure 12.

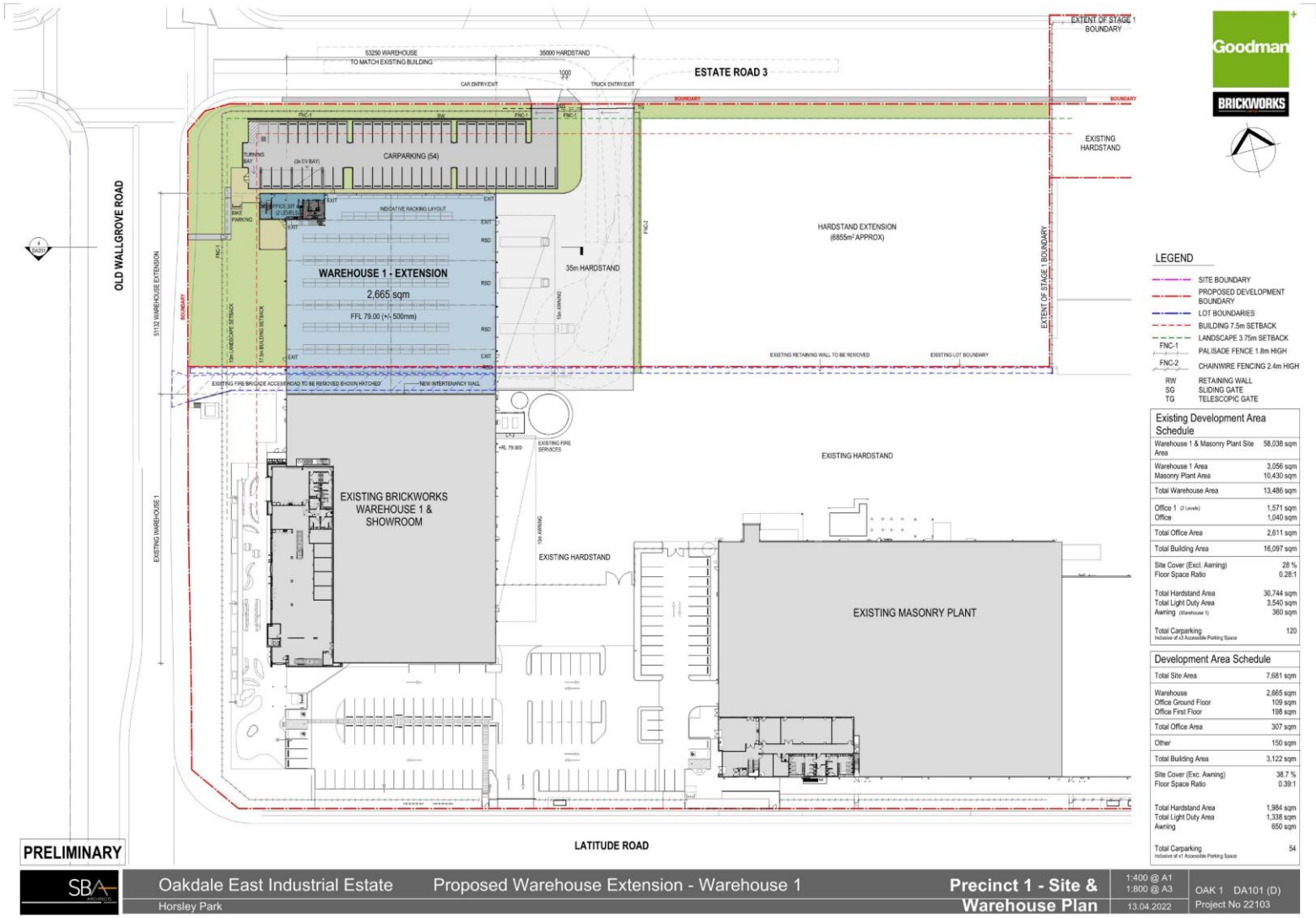


Figure 12: Proposed Warehouse 1 extension in Precinct 1 (Source: SBA Architects)

Element	Precinct 1
Site Area	7,681 m^2
GLA	
Warehouse	2,665 m^2
Offices	307 m^2
Other	150 m^2
Total Developable	**3,122 m^2**
Height	Maximum ridge height of 13.7 m (excluding plant and solar)
Car Parking	54 spaces including 1 accessible parking and 3 electric vehicle bays
Loading Docks	4 inbound and outbound
CIV	$4,440,126 (ex GST)
Hours of Operation	24 hours, 7 days a week
Employment	100 during construction and 75 during operation
Construction Hours	7 am – 6 pm, Monday to Friday 8 am – 1 pm Saturday

Table 6: Precinct 1 Development

3.2.3 Earthworks and Infrastructure

The Stage 2 development includes bulk earthworks in Precinct 5 only, given the bulk earthworks for the remainder of the site are addressed under DA 347.1/2021. The Stage 2 development includes the following:

- bulk earthworks for Precinct 5 and detailed earthworks as required to facilitate level pads (compared with DA 347.1/2021) for warehouses in Precinct 2 (1.5 m level increase), Precinct 3 (0.8 m level increase) and Precinct 4 (0.5 m level increase) and the Precinct 1 extension (no level change)
- clearing of 2.28 ha of native vegetation and associated biodiversity offsets
- construction of retaining walls to facilitate level building pads for future warehouses
- lead-in infrastructure works including the upgrade to the intersections of Old Wallgrove Road / Millner Avenue and Lenore Drive / Old Wallgrove Road and associated services (Figure 13)
- estate-wide infrastructure works to enable future development of the site, including:
  - the estate road network
  - stormwater infrastructure, electrical, communications infrastructure and other services infrastructure to provide serviced development pads
  - erosion and sediment controls

3.2.4 Staged Subdivision

The proposed subdivision of the estate will establish lots to correspond with the proposed precinct layout and facilitate estate roads, easements and vegetation management zones as shown in Figure 14.

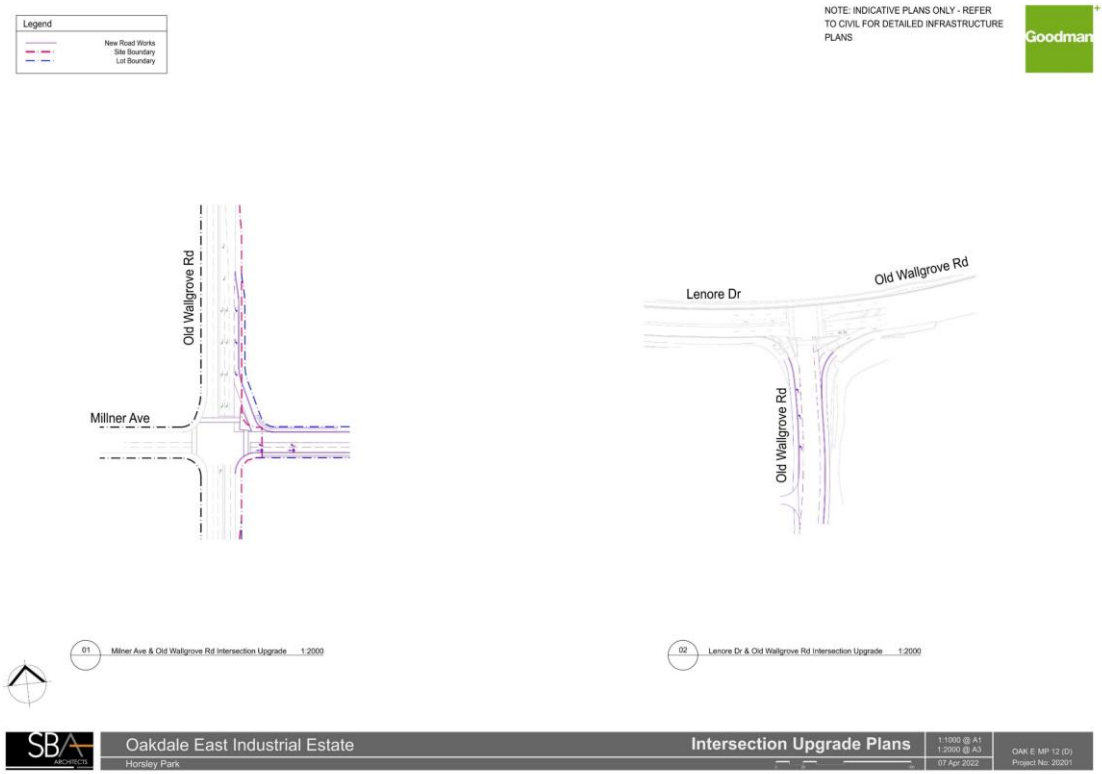


Figure 13: Proposed intersection upgrades (Source: SBA)

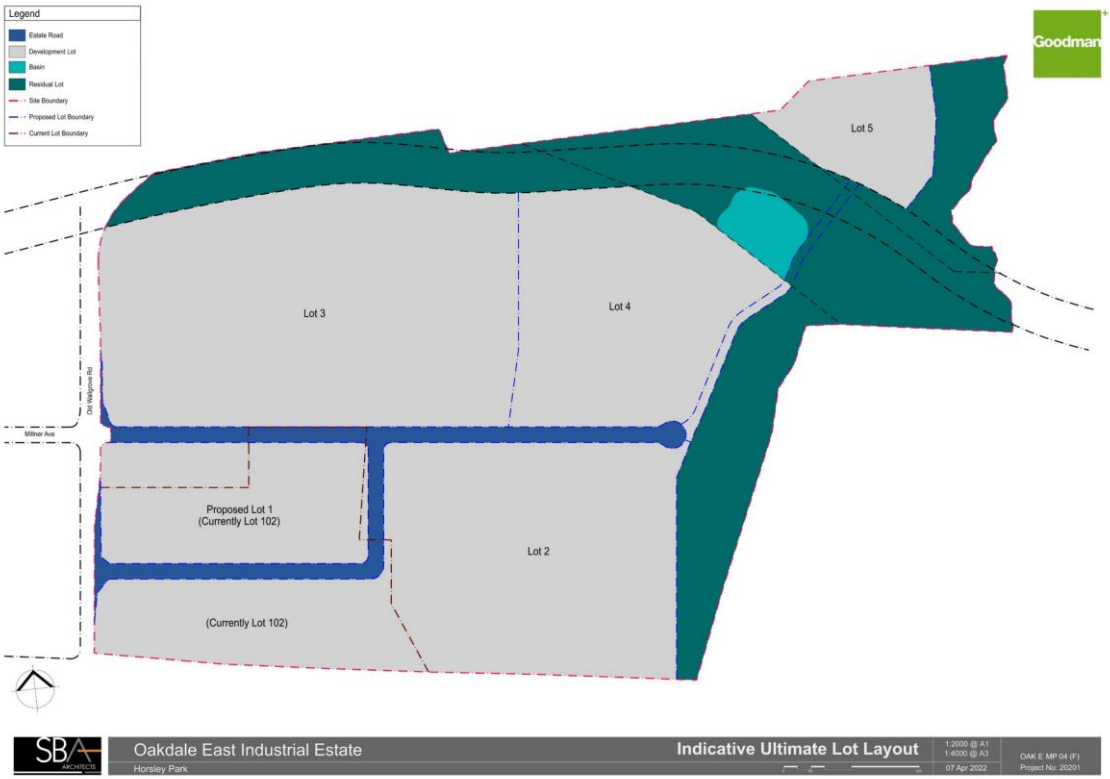


Figure 14: Subdivision plan (Source: SBA)

3.2.5 Services

The following services will be required for the development:

- potable water (drinking water)
- waste water
- electricity
- natural gas
- communications.

Sydney Water is the servicing authority for potable water on the site. An existing 250 millimetre (mm) water main is located in Old Wallgrove Road which connects with a new 200 mm main constructed for Precinct 1 along Latitude Drive. The development will connect to the water mains via a new main to be constructed via a new main along Estate Road 2 which will extend to Precinct 5, along with an extension of the Precinct 1 main to connect with Estate Road 2. This will be addressed during detailed design in consultation with Sydney Water.

Sydney Water is the servicing authority for sewage disposal in the Oakdale Estates, with a new gravity main constructed as part of the Precinct 1 works to service the whole OEE. This main will be extended to connect the precincts to be developed under the OEE Concept Plan, with a private low pressure pump system to service Precincts 4 and 5.

Dial Before You Dig (DBYG) enquiries indicate there are communications service infrastructure within the vicinity of the site including Telstra and Optus conduits along Old Wallgrove Road and Burley Road. Communication ducting was also constructed as part of the Stage 1 works along Latitude Drive. Communications conduits will be extended from Old Wallgrove Road and Latitude Drive through the roadways to service the estate.

Endeavour Energy is the servicing authority for electricity to the site with electricity conduits along Old Wallgrove Road and Latitude Drive. It is likely that lead-in HV cables will be required to service the Oakdale East Estate with the point of supply being the Eastern Creek Zone Substation located to the north of Oakdale East or the South Erskine Park Zone Substation located at Oakdale West. A formal application has been submitted to Endeavour Energy for Precinct 3 to determine capacity and requirements. Further applications will be lodged with Endeavour Energy for the rest of the estate.

Jemena is the servicing authority for gas supply adjacent to the site with mains located along Old Wallgrove Road (150 mm diameter secondary main) and Latitude Drive (100mm diameter main). It is proposed that conduits will be extended through the roadways to service the lots within the Oakdale East Estate.

3.2.6 Landscaping

Landscaping plans for the wider Oakdale East Estate Masterplan, Precinct 3 and the Precinct 1 Extension are provided in Figure 15 to Figure 17 and the Landscape Architectural Package at Appendix 10.

The Stage 2 development includes estate wide landscaping comprising street tree planting and other landscaping along the proposed estate roads as well as detailed landscaping associated with Precinct 3 and the Precinct 1 Extension.

Figure 15: Oakdale East Estate Landscape Masterplan (Source: Scape Design)

Figure 16: Precinct 1 Extension Landscape Plan (Source: Scape Design)

Figure 17: Precinct 3 Landscape Plan (Source: Scape Design)

The Landscape Masterplan for the wider estate also identify where existing vegetation is to be retained and the proposed landscaped areas to be provided as part of separate applications for Precinct 2, 4 and 5. The Landscape Plans for the wider estate also identify the landscaped character, materials and finishes which are proposed for the estate.

The landscaping approach seeks to continue the existing design within constructed areas of Precinct 1 as well as to provide dense tree canopy cover to mitigate urban height and provide screening of the development.

4 Statutory Context

This application has been prepared pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act). Further, this application is a concept development application pursuant to section 4.22 of the EP&A Act and staged development consent under section 4.38 of the EP&A Act.

The following legislation and environmental planning instruments (EPIs) are relevant to the proposal:

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2021*
- *Mining Act 1992*
- *Biodiversity Conservation Act 2016*
- *Contaminated Land Management Act 1997*
- *Roads Act 1993*
- *Heritage Act 1977*
- *Rural Fires Act*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Industry and Employment 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Precincts – Western Parkland City) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
- Draft *Oakdale East Estate Development Control Plan 2022*

The legislation and EPIs above have been addressed in detail at Appendix 4 and specific key considerations are addressed within the sections below.

4.1 Statutory Requirements of the Project

Category	Comment
Power to grant approval	Under section 2.6 of Planning Systems SEPP, development specified at schedule 1 of the SEPP is SSD. The development is specified under section 12, schedule 1 of the Planning Systems SEPP: ***12 Warehouses or distribution centres*** *(1) Development that has a capital investment value of more than the relevant amount for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.* *(2) This section does not apply to development for the purposes of warehouses or distribution centres to which section 18 or 19 applies.* *(3) In this section—* ***relevant amount** means—* *(a) for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—$30 million, or* *(b) for any other development—$50 million.*

Category	Comment
	The proposal is for the purpose of a warehouse and distribution centre and has a CIV of $804,861,192 (Appendix 2). Accordingly, the power to grant approval to this project is the Minister (or his delegate).
Permissibility	The site is primarily zoned IN1 General Industrial under the Industry and Employment SEPP. Development for the purposes of warehouse and distribution centres and roads are permissible with consent in the IN1 General Industrial zone. The site is also partially zoned SP2 Infrastructure under Chapter 4 of the Transport and Infrastructure SEPP to support the future Western Sydney Freight Line. The proposal seeks approval for an access road to Precinct 5 through the SP2 zone which is permissible under the SEPP. Nonetheless, physical works for the Precinct 5 access are not included in the Stage 2 works. Chapter 4 of the Transport and Infrastructure SEPP is discussed further at Section 4.7. The riparian corridor of Reedy Creek is zoned C2 Environmental Conservation under the Industry and Employment SEPP. No physical works associated with the estate development are proposed in the C2 zone.
Other approvals	DA 347.1/2021 was lodged with Council in September 2020 for the rehabilitation of the site. The DA included rehabilitation of the quarry, demolition of existing buildings, remediation, cut and fill works, clearance of vegetation and provision of a stormwater system suitable for industrial development. The approval of DA 347.1/2021 is required to facilitate this project. Other approvals required for the project include: • approval from TfNSW under section 138 of the *Roads Act 1993* (Roads Act) as the proposal seeks approval for upgrading of the Old Wallgrove Road and Millner Avenue intersection (Section 4.5) Approvals which would have been required if the project was not an SSD project include: • a bush fire safety authority under section 100B of the *Rural Fires Act 1997* (the Rural Fires Act) as the site is identified as bushfire prone land (Section 4.6) • activity approval under section 91 of the *Water Management Act 2000* (the Water Management Act) as the site includes waterfront land Given the nature of the proposed works, permits under the *Heritage Act 1977* and the *National Parks and Wildlife Act 1974* would not have been required regardless of the application being SSD.
Pre-condition to exercising the power to gain approval	Pre-conditions to exercising the power to gain approval are discussed at Section 4.2 and addressed in detail at Appendix 4.
Mandatory matters for consideration	Mandatory matters for consideration are discussed at Section 4.3 and addressed in detail at Appendix 4.

Table 7: Statutory requirements relevant to the project

Figure 18: Land use zones (Source: SBA)

4.2 Pre-Conditions

Pre-Condition		
State Environmental Planning Policy (Industry and Employment) 2021		
The Planning Secretary must certify in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services.	The Applicant has progressed discussions with the DPE to establish a planning agreement for contributions towards regional transport infrastructure.	Section 2.1.2 and 4.8
Under section 2.17, the consent authority must not grant consent to development on any land to which this Chapter applies unless a development control plan has been prepared for that land.	The proposal seeks approval of a Concept Plan which will establish development controls for the estate. A site-specific DCP has been prepared for the site (excluding Precinct 5) and is included at Appendix 27. In accordance with section 4.23 of the EP&A Act, the approval of a concept DA can satisfy the requirement to prepare a DCP.	Section 3.1.2 and Appendix 27
The consent authority must not grant consent to development on land to which this Chapter applies unless it is satisfied that the development complies with sections 2.19 to 2.25 or 2.29 to 2.44 of the SEPP.	The proposal is located within the WSEA and therefore these sections apply.	Appendix 4

Pre-Condition		
A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.	The proposal seeks approval to display signage.	Section 6.1.3 and Appendix 5
State Environmental Planning Policy (Transport and Infrastructure) 2021		
The consent authority must notify the relevant rail authority when a development application for development adjacent to a rail corridor is lodged.	The site is dissected by an SP2 Infrastructure Corridor zone, identified to facilitate the Western Sydney Freight Line.	Section 4.7
The consent authority must not grant consent to development fronting a classified road unless it is satisfied the development is compatible (section 2.117)	The development fronts Old Wallgrove Road, which is a Classified Main Road (MR693). The proposal includes the provision of intersection upgrades at Millner Avenue and Old Wallgrove Road and Lenore Drive and Old Wallgrove Road to ensure the surrounding road network has the capacity for the proposed development. As discussed in Section 6.5 and in the Transport Impact Assessment provided at Appendix 15, the proposed development will not have a detrimental impact on the operation or efficiency of the surrounding road network acknowledging the proposed intersection upgrades.	Section 6.5 Appendix 15
The consent authority must notify TfNSW within 7 days of the application being made as the proposal is traffic-generating development. (section 2.121)	The proposal is considered traffic-generating development under Schedule 3 of the Transport and Infrastructure SEPP. DPE must notify TfNSW of the application.	N/A
State Environmental Planning Policy (Resilience and Hazards) 2021		
Under section 4.6, the consent authority must be 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	The site has historically been used for quarrying activities and will require remediation. However, site remediation has been addressed under DA 347.1/2021 currently being assessed by Fairfield City Council.	Section 1.2 and 6.3.3

Table 8: Pre-Conditions Table

4.3 Mandatory Considerations

Mandatory Consideration		
Environmental Planning and Assessment Act 1979		
Relevant objects of the Act (section 1.3)	The proposal seeks development approval under the EP&A Act.	Appendix 4
Relevant environmental planning instruments (section 4.15): • *State Environmental Planning Policy (Planning Systems) 2021* • *State Environmental Planning Policy (Industry and Employment 2021* • *State Environmental Planning Policy (Transport and Infrastructure) 2021* • *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* • *State Environmental Planning Policy (Resilience and Hazards) 2021* • *State Environmental Planning Policy (Biodiversity and Conservation) 2021*	The proposal seeks development approval under the EP&A Act.	Section 4 and Appendix 4
Relevant planning agreements or draft planning agreements (section 4.15)	Applicable to the development	Section 2.1.2 and 4.8
Relevant Development control plans (section 4.15): • Draft Oakdale East Estate Development Control Plan - March 2022	Development control plans do not apply to SSD. Nonetheless, the relevant development control plan has been considered.	Section 3.1.2 and Appendix 4
Likely impacts of the development, suitability of the site, the public interest (section 4.15)	The proposal seeks development approval under the Act.	Section 7
State Environmental Planning Policy (Resilience and Hazards) 2021		
Under section 3.7, in determining whether a development is potentially hazardous industry consideration must be given to current circulars of guidelines published by DPE relating to hazardous or offensive development.	A Preliminary Hazard Analysis accompanies this application at Appendix 24. The Preliminary Hazard Analysis notes the development is potentially hazardous development.	Section 6.13 and Appendix 24
The consent authority must consider the matters under section 3.12 in determining an application.	A Preliminary Hazard Analysis accompanies this application at Appendix 24.	Section 6.13 and Appendix 24
Under section 4.6, the consent authority must consider whether the land is contaminated.	Contamination for the site is addressed under a separate development application currently under assessment with Fairfield City Council (DA/347.1/2021). The purpose of the application is to remediate the broader OEE (excluding Precinct 5) and facilitate bulk earthworks for the future	Section 1.2 and 6.3.3

Mandatory Consideration		
	development of the site, to ensure the site is suitable for its intended use. Contamination risk in Precinct 5 is addressed through the DSI in Appendix 26	
State Environmental Planning Policy (Transport and Infrastructure) 2021		
For traffic-generating development, the consent authority must take into consideration any submission from TfNSW and the accessibility of the site. (section 2.121)	The proposal is considered traffic-generating development under Schedule 3 of the Transport and Infrastructure SEPP. The EIS considers traffic and access at Section 6.5 .	Section 6.5

Table 9: Mandatory Considerations Table

4.4 Mining Act 1992

The site is currently operated by Austral as a brickworks and quarry under a permit granted in 1971 by Blacktown City Council (Permit No 1340). Subsequent consents were issued for expansion of the quarry and modifications to the brick manufacturing plant (Plant 23).

Operation of the quarry is also regulated by a Mining Lease (ML M(MO)L7) granted on 4 April 2018 by MEG, pursuant to the *Mining Act 1992*. Under ML M(MO)L7, operations are permitted over a 55 ha area of land (Figure 19) for 21 years (until 4 April 2039) and a Mining Operations Plan (MOP) was approved on 5 July 2018 for activities until 30 June 2025.

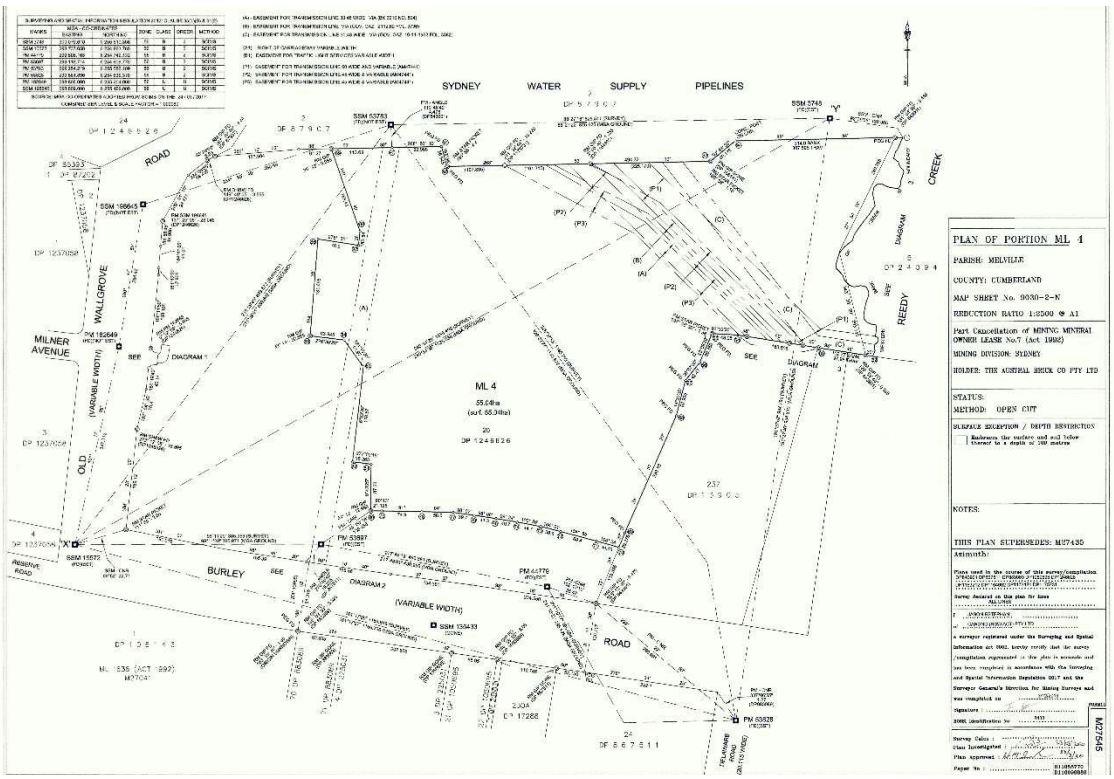


Figure 19: ML M(MO)L7 boundary

ML M(MO)L7 requires rehabilitation of the site to the satisfaction of the Minister for NSW, Regional Industry and Trade and in accordance with the MOP. ML M(MO)L7 also requires a rehabilitation security deposit, to be returned once the site is satisfactorily rehabilitated.

The MOP provides for the extraction of clay/shale, stockpiling and blending of material prior to use in brick making and progressively backfilling extraction areas to a level landform using on-site material and imported VENM. Bricks are manufactured at the adjacent Plant 23 or at other offsite brick manufacturing plants.

A Partial Relinquishment Report describes an 11.43 ha area in the southwestern portion of the site (Precinct 1) was relinquished from the MOP on 9 June 2020. The partial cancellation was sought for the area of ML M(MO)L7 to allow development of Precinct 1 of the OEE, as approved under DA 93.1/2019.

Operation of the site is also regulated by an Environment Protection Licence (EPL 546) granted by the EPA under the *Protection of the Environment Operations Act 1997* on 10 March 2000. Rehabilitation of the quarry is proposed under DA 347.1/2021 as discussed in Section 1.2.2.

4.5 Roads Act 1993

The proposal requires approval under section 138 of the *Roads Act 1993 (*Roads Act):

> ***138 Works and structures***
> *(1) A person must not:*
> *(a) erect a structure or carry out a work in, on or over a public road, or*
> *(b) dig up or disturb the surface of a public road, or*
> *(c) remove or interfere with a structure, work or tree on a public road, or*
> *(d) pump water into a public road from any land adjoining the road, or*
> *(e) connect a road (whether public or private) to a classified road, otherwise than with the consent of the appropriate roads authority.*
> *Maximum penalty: 10 penalty units.*

The proposal seeks approval for the upgrading of the Old Wallgrove Road and Millner Avenue intersection. These upgrades are necessary to accommodate the anticipated traffic generation and vehicles which will be travelling to and from the OEE.

The project team has been in consultation with TfNSW throughout the SSDA process to ensure the necessary upgrades address the requirements of TfNSW.

4.6 Rural Fires Act 1997

The site is identified as bushfire prone land by the NSW Rural Fire Service (NSWRFS).

The Rural Fires Act requires that consideration be made to the potential bushfire impacts on development at the planning assessment stage to ensure protection of people and property in the event of a bushfire.

Under section 4.41 of the EP&A Act, SSD is exempt from the requirement for a bushfire safety authority under section 100B of the Rural Fires Act. Notwithstanding, a Bushfire Hazard Assessment prepared by Blackash Bushfire Consulting is included at Appendix 17. A Fire Safety Strategy has also been prepared by Affinity Fire Engineering and is included at Appendix 18.

4.7 State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 4 - Major Infrastructure Corridors

In July 2020, the DPE gazetted *State Environmental Planning Policy (Major Infrastructure Corridors) 2020* (now Chapter 4 of the Transport and Infrastructure SEPP). Chapter 4 aims to preserve corridors for future major infrastructure and covers the Fairfield, Blacktown, Penrith, Liverpool, Camden and Campbelltown LGAs.

As shown on the mapping for Chapter 4 (Figure 20), an SP2 Infrastructure zone runs through the northern portion of the site. The SP2 zone has been located to support the future Western Sydney Freight Line.

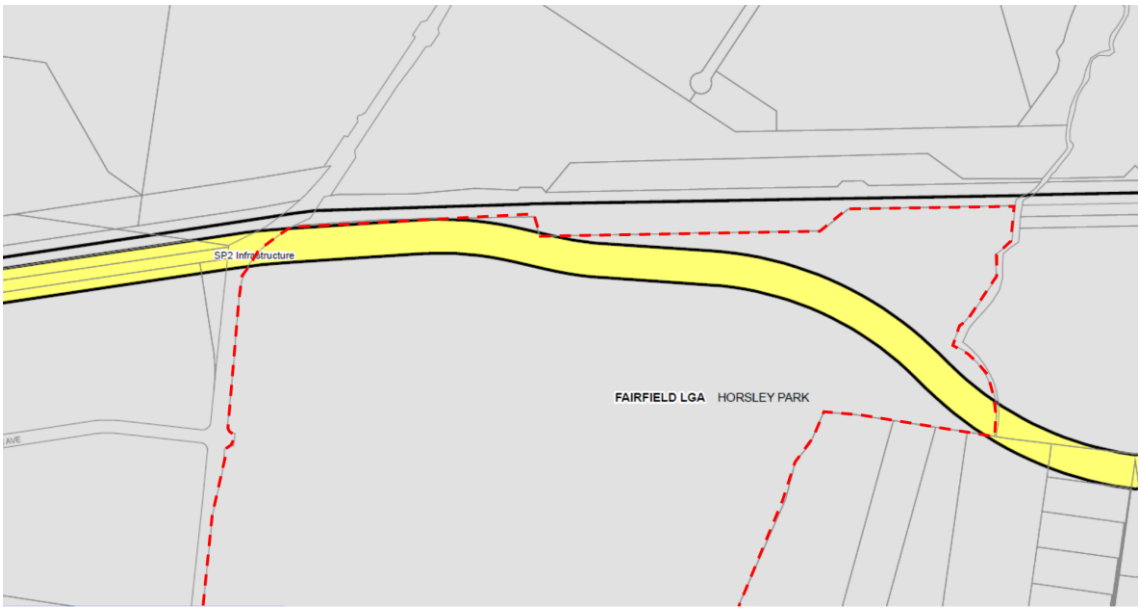


Figure 20: Major Infrastructure Corridors Mapping showing SP2 zoning within the site (Source: Transport and Infrastructure SEPP)

The proposed Concept Masterplan and Precinct 3 development within the OEE takes into consideration the location of the Western Sydney Freight Line corridor and ensures no impact to the application of Chapter 4 of the SEPP as the designs include the provision of space for the infrastructure corridor.

The Applicant has consulted with TfNSW to confirm that the future freight line will be elevated above the level of the OEE development and include bridge infrastructure to ensure an overpass above the Warragamba Pipelines and the proposed access road to Precinct 5.

The works to construct the proposed access road to Precinct 5 do not form part of this application. The proposed access road will have a sufficient clearance between the road and the overpass to ensure it does not hinder the operation of the future Western Freight Line.

4.8 Contributions

A voluntary planning agreement for the provision of regional transport infrastructure and services (as required by the Industry and Employment SEPP) will be entered into between the Applicant and the Minister for the site. Goodman has commenced discussions with the relevant team within DPE to facilitate the VPA.

5 Engagement

5.1 Engagement carried out

Goodman has established an extensive and ongoing relationship with key relevant State and local agencies and authorities with regard to the development of its lands in the WSEA. This program of consultation, consistent with the community participation objectives in the *Undertaking Engagement Guidelines for State Significant Projects,* has provided a comprehensive understanding of the key issues and requirements each stakeholder might have with regard to the broader Oakdale Estate.

To ensure that key issues specific to the OEE are captured and addressed in the design and assessment of the proposal, Goodman has identified several key stakeholders and carried out consultation with these stakeholders to inform the design and development of the proposal.

Identified key stakeholders in relation to OEE include:

- NSW Department of Planning and Environment;
- Transport for NSW;
- NSW Office of Water;
- WaterNSW;
- NSW Heritage Council;
- Endeavour Energy;
- NSW Rural Fire Service;
- Fairfield, Blacktown and Penrith City Council;
- DPI Industries – Land;
- DPI Agricultural;
- EPA;
- OEH;
- Sydney Water;
- TransGrid; and
- Surrounding local residential and stakeholders

A summary of the consultation undertaken to date and relevant issues raised is provided in Table 10. The Community and Stakeholder Participation Strategy is included at Appendix 5.

Stakeholder	Key Matters of Discussion
DPE	Comments received as part of agency advice within issued SEARs. Goodman has held several meetings with DPE regarding the application, including both the Infrastructure Contribution team and the Assessment team. **Assessment Team** The initial scoping meeting for the application was held on 22 November 2021 with the Industry Assessments team. Several other meetings and phone calls have been had with this team to discuss not only this application, but the Rehabilitation Development Application currently being assessed by Council, and the Development

Stakeholder	Key Matters of Discussion
	Control Plan currently on notification to support this application. These meetings were held on 27 January 2022 and 25 February 2022. **Infrastructure Team** Goodman has been communicating with the DPE Infrastructure Team regarding a Voluntary Planning Agreement (VPA) for the remaining land at Oakdale East. Goodman issued a Letter of Offer to DPE for the VPA on 30 September 2021 and a key meeting was held on 20 December 2021. Both parties agreed to progress the VPA (or equivalent means for a Satisfactory Arrangements Certificate to be issued) as a priority, in parallel to the Development Application being assessed. A separate meeting was held on 22 December 2021 with the Planning Concierge, Assessment Team, and Infrastructure Contributions team to discuss the proposal and pathway forward.
Transport for NSW	Comments received as part of agency advice within issued SEARs. Goodman has held meetings with both the TfNSW Freight Corridor team as well as the RMS side of TfNSW. **Freight Corridor Team** A meeting was held with the abovementioned team on 4 February 2022. Goodman provided an overview of the development. TfNSW's main interest was in relation to the proposed Western Sydney Freight Line as this dissects the estate and separates Precinct 4 and 5. The main issue was how access would be provided to Precinct 5 given the freight corridor dissects the access from the remainder of the site. It was discussed that the freight line is expected to be at an elevated level. Goodman was to provide the levels of the land adjacent to the freight corridor to TfNSW for consideration. These are included in the civil package in Appendix 12 and Appendix 13. **RMS** A meeting was held with the abovementioned team on 25 January 2022. Goodman provided an overview of the proposed development including access strategy, traffic generation rates adopted, and likely intersection upgrades required. Emails have been received from TfNSW since the meeting and are attached.
WaterNSW	Comments received as part of agency advice within issued SEARs. Email sent by the Applicant on 29 March 2022 seeking further input into the proposal with no response received by the date of this report. Additional consultation and/or comment expected during the EIS assessment period if required.
DPE Water and NRAR	Comments received as part of agency advice within issued SEARs. Email sent by the Applicant on 29 March 2022 seeking further input into the proposal with no response received by the date of this report. Additional consultation and/or comment expected during the EIS assessment period if required.

Stakeholder	Key Matters of Discussion
Endeavour Energy	Comments received as part of agency advice within issued SEARs. Email sent by the Applicant on 29 March 2022 seeking further input into the proposal. Endeavour Energy response reiterated input into the SEARs during preparation of the EIS highlighting its design and consultation requirements for development of the site. An application has been lodged with Endeavour Energy for Precinct 3 to determine capacity and requirements. Additional consultation and/or comment expected during the EIS assessment period if required.
NSW Rural Fire Service	Comments received as part of agency advice within issued SEARs. Email sent by the Applicant on 29 March 2022 seeking further input into the proposal with no response received by the date of this report. Additional consultation and/or comment expected during the EIS assessment period if required.
Fairfield Council	Comments received as part of agency advice within issued SEARs. Goodman have also had several meetings with Council to discuss this application as well as the Rehabilitation Development Application that is currently being assessed by council. Additionally, as noted in the Civil report in Appendix 13, a meeting was held on 2 July 2021 to discuss Council's engineering design requirements for stormwater management Council also attended a meeting with DPE on 25 February 2022 to discuss the DCP for the estate. Urbis met with the Council's social planning, economic development and strategic land use planning teams on 20 April 2022 to inform the social impact assessment.
EPA	Comments received as part of agency advice within issued SEARs. Email sent by the Applicant on 29 March 2022 seeking further input into the proposal with no response received by the date of this report. Additional consultation and/or comment expected during the EIS assessment period if required.
DPE Biodiversity and Conservation Division	Comments received as part of agency advice within issued SEARs. Email sent by the Applicant on 5 April 2022 seeking further input into the proposal with no response received by the date of this report. Additional consultation and/or comment expected during the EIS assessment period if required.
Sydney Water	Comments received as part of agency advice within issued SEARs. Email sent by the Applicant on 29 March 2022 seeking further input into the proposal with no response received by the date of this report.

Stakeholder	Key Matters of Discussion
	Additional consultation and/or comment expected during the EIS assessment period if required.
TransGrid	No response received, consultation and/or comment expected during the EIS assessment period if required. Email sent by the Applicant on 29 March seeking further input into the proposal with no
Surrounding local residential and stakeholders	Engagement to date with community members has been undertaken by Goodman and SLR via a doorknock campaign on 23 March 2022. Community views are discussed further at Section 5.2.

Table 10: Consultation undertake to date with relevant stakeholders

5.2 Community Views

During the doorknock campaign on 23 March 2022, Goodman and SLR spoke with residents of two properties. A summary of those discussions is provided below:

- *Representatives spoke with resident and talked though the proposed scheme. Resident noted they had received a flyer about the project in the mail and she noted the existing Austral Bricks operation generates noise and dust, which the proposal should potentially reduce. Resident noted they were aware of the brick works when they moved in and accepts associated impacts.*
- *Representatives spoke with resident and talked though the proposed scheme. Resident noted they had received a flyer about the project in the mail and noted the existing Austral Bricks operation generates noise and dust, which the proposal should potentially reduce*

In response to concerns raised above, a Noise Impact Assessment (Appendix 19) and Air Quality Assessment (Appendix 20) have been prepared. Noise and air quality are discussed further at Section 6.6 and 6.10.

5.3 Engagement to be carried out

Engagement will continue to be undertaken through all future stages of the project. Additionally, DPE will formally exhibit the application as part of their assessment. The Applicant will respond to all relevant issues and queries made during the assessment process as requires.

During construction, consultation and engagement will be undertaken in accordance with the Community and Stakeholder Participation Strategy (Appendix 5) including notification of the commencement of works or consultation where works have the potential to impact nearby receivers.

6 Assessment of impacts

This section provides an assessment of the environmental impacts associated with the proposed Concept proposal and Stage 2 development of OEE. The environmental assessment is based on a number of specialist studies undertaken for the development.

This section provides a summary of the results of the assessment undertaken for the key issues identified by the SEARs.

6.1 Built form

The proposed architectural designs for the Stage 2 development including the Precinct 1 Extension and Precinct 3 are included at Appendix 8 and 9. The layout of the entire estate as proposed under the Concept Masterplan is included at Appendix 3.

6.1.1 Height and scale

The built form of the Precinct 1 Extension has been designed with a ridge height of 13.7 m to match the existing warehouse it adjoins. The built form approach ensures the extension presents as a single structure to Old Wallgrove Road despite comprising a separate tenancy.

Precinct 3 is proposed to be developed as a high bay warehouse building (Building 3A) with a maximum height of 43 m (excluding rooftop plant and solar) to utilise the precinct's strategic distance from sensitive receivers and position adjacent to infrastructure corridors. Further, appropriate setbacks are provided to Old Wallgrove Road allowing for landscape screening to reduce visual impacts.

6.1.2 Materials and finishes

The proposed design of the Precinct 1 Extension and Precinct 3 includes high quality materials and external finishes which are consistent with those already utilised for existing warehouses within Precinct 1 to ensure cohesion across the site. Future stages of the estate will also utilise similar materials to continue cohesive built form outcomes across all precincts.

Materials and external finishes proposed to be used include:

- prefinished metal wall cladding
- glazing
- pre-finished aluminium window frames
- powder coated aluminium battens
- pre-cast concrete panels

Examples of the proposed finishes for the Precinct 1 Extension and Precinct 3 are provided in the figures below. As demonstrated by these figures, the proposed approach to materials, finishes and articulation of the façade creates visual interest and ensures there are no elevations where the built form presents blank monotonous facades.

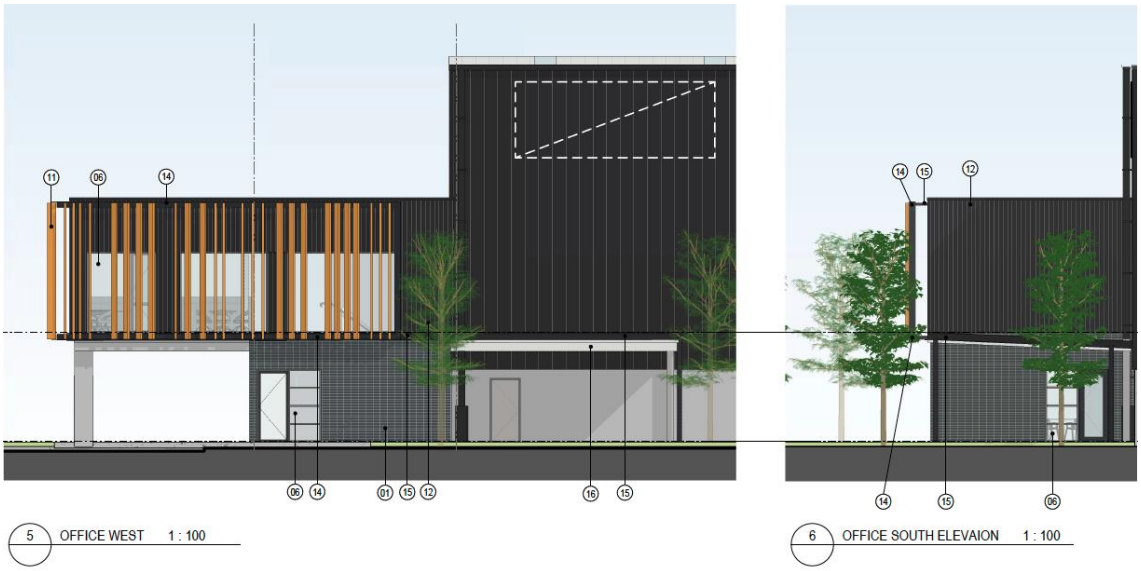


Figure 21: Precinct 1 Extension Office Elevations (Source: SBA)

Figure 22: Precinct 1 Extension Warehouse Elevation (Source: SBA)

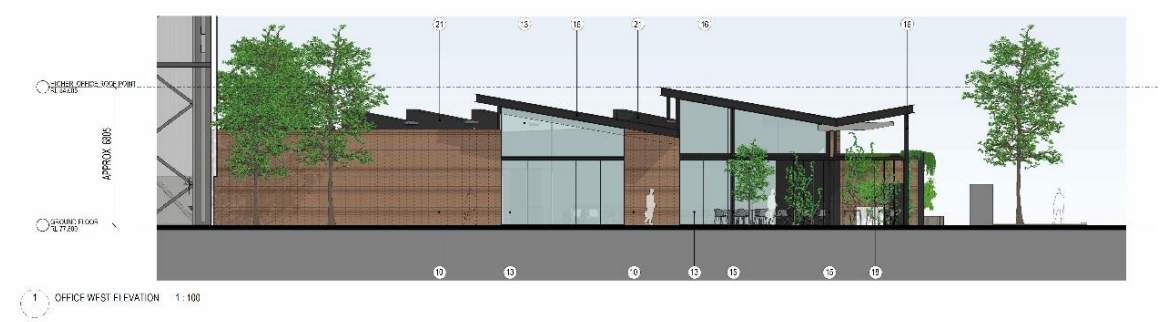


Figure 23: Precinct 3 Office Elevation (Source: SBA)

Figure 24: Precinct 3 Warehouse Elevation (Source: SBA)

On balance, the proposed height of the high bay warehouse building is justified for the following key reasons:

- the building is strategically located at the western part of the site to reduce visual impact, particularly when viewed from rural receivers to the east of the estate (as discussed in Section 6.2)
- the building is well setback from adjoining residential properties
- the proposed facades and general building design provide visual interest while maintaining a highly functional building
- the building will not lead to any adverse overshadowing impacts to adjoining residential properties
- the proposal allows for a highly functional facility within a state identified industrial area providing future employment and other economic benefits

The built form of subsequent precincts within the estate will be consistent with the development controls established under this concept approval to ensure built form is appropriate for the site and its surroundings.

6.1.3 Signage

The proposal includes the following signage as part of the Stage 2 works:

Sign Type	Precinct 1 Extension	Precinct 3
Goodman Wall Sign	2	3
Brickworks Wall Sign	2	3
Tenant Wall Signs	2	3
Illuminated Tenant Pylon	-	1
Illuminated Site Identification Pylon	-	1
Illuminated Truck Wayfinding Pylon	-	4
Illuminated Car Wayfinding Pylon	-	1

Table 11: Signage provision for the Precinct 1 Extension and Precinct 3

Locations of the signage can be seen within the Stage 2 Architectural Packages at Appendix 8 and 9. The proposed signage is compatible with the area being an industrial warehouse precinct and enables efficient wayfinding and identification of tenancies. Further, the approach to signage is consistent with what has been approved as part of Precinct 1.

The design, locations and orientation of the proposed signage ensures visual impacts of signs are appropriate and that illumination does not adversely impact surrounding sensitive receivers.

Further to the above, the proposed signage has been assessed as being consistent with Chapter 3 of the Industry and Employment SEPP at Appendix 4.

6.1.4 Building Code of Australia

Detailed Building Code of Australia (BCA) Assessments have been undertaken by Blackett Maguire + Goldsmith Pty Ltd for the Precinct 1 Extension and Precinct 3 to compare the proposal against the Deemed-To- Satisfy (DtS) provisions of the BCA. The reports are provided at Appendix 23.

The BCA assessment concluded that the proposed development can readily achieve compliance with the relevant provisions of the BCA. The BCA Assessment recommended that a suite of fire safety measures will be required for the both the Precinct 1 Extension and Precinct 3 which are addressed in the Fire Safety Strategy as discussed in Section 6.1.5.

6.1.5 Fire Safety

A Fire Safety Strategy (FSS) was prepared by Affinity Fire Engineering and is included at Appendix 18. The objective of the FSS is to inform the design of the buildings and meet the requirements of the acceptable level of fire safety. The FSS has developed Performance Solutions intended to satisfy the Performance Requirements of the BCA to account for non-compliances with the DtS provisions.

The FSS proposes a design strategy which details the fire and life safety objectives specified for the project. Measures proposed under the FSS include passive fire construction, egress provisions, active fire protection systems, occupant fire fighting facilities, fire brigade intervention and building management procedures.

All design recommendations and non-compliances will be addressed in the detailed design stage for each building. This will safeguard the occupants to the accepted levels under the BCA and International Fire Engineering Guidelines.

6.2 Visual Impacts

A Landscape Character and Visual Impact Assessment (LCVIA) undertaken by Clouston Associates is included at Appendix 11, which considers the changes in visual landscape surrounding the development from key viewpoints surrounding the site.

The LCVIA notes the land uses surrounding the site are a mix of industrial land, infrastructure and rural lifestyle, with the nearest residential development in Erskine Park located approximately 2 km to the north east. The LCVIA assesses the potential impacts of the proposal by selecting 12 viewpoints around the site as shown in Figure 25.

Of these 12 viewpoints, the LCVIA found those with the closest and unobstructed views are to the west of the estate along Old Wallgrove Road, within the industrial estates to the west and from roads servicing these estates. Views to the estate from rural receivers to the south and east (Viewpoints 9 to 12) are at least partially obstructed by vegetation adjacent to the boundary and along the Reedy Creek riparian corridor.

Representative views and photmontages of the proposed development are provided in Figure 26 to Figure 31.

Figure 25: Selected viewpoints surrounding OEE (Source: Clouston Associates)

Figure 26: Viewpoint 4 - Existing (Source: Clouston)

Figure 27: Viewpoint 4 - Proposed (Source: Clouston)

Figure 28: Viewpoint 6 - Existing (Source: Cloustons)

Figure 29: Viewpoint 6 - Proposed (Source: Cloustons)

Figure 30: Viewpoint 10 - Existing (Source: Cloustons)

Figure 31: Viewpoint 10 - Proposed (Source: Cloustons)

Given the low sensitivity of the viewpoints closest to the development, the most significantly impacted viewpoints would experience a Moderate visual impact due to the development. Residential receivers to the south of the estate are likely to experience visual impacts ranging between a Negligible and Moderate – Low rating.

A summary of the findings of the LCVIA is provided in Table 12.

Viewpoint	Location	Receptors	Overall Impact rating
1	Roberts Road	Vehicles	Moderate – Low
2	Old Wallgrove Road	Vehicles and pedestrians	Moderate – Low
3	Pedestrian and Cycleway on Old Wallgrove Road	Vehicles and pedestrians	Moderate
4	Intersection of Old Wallgrove Road and Millner Ave	Vehicles and pedestrians	Moderate – Low
5	Old Wallgrove Road	Vehicles	Moderate
6	Intersection of Old Wallgrove Road and Latitude Drive	Vehicles	Moderate
7	Intersection of Burley Road and Johnston Crescent	Vehicles	Moderate – Low
8	Burley Road	Vehicles	Low
9	287-299 Burley Road	Residents travelling along Burley Rd	Moderate – Low
10	251 Burley Road	Residents travelling along Burley Rd	Moderate – Low
11	Burley Road	Vehicles	Negligible
12	Burley Road	Vehicles	Negligible

Table 12: Summary of LCVIA findings (Source: Clouston Associates)

The LCVIA includes consideration of potential measures to minimise visual impacts on surrounding receivers based on the principles of avoidance, reduction, alleviation, off-site compensation and management. These are summarised in Table 13.

Mitigation principle	Comment
Avoidance	• Given the location of the OEE within the WSEA and its proximity to infrastructure capable of servicing the site, avoidance measures such as selecting an alternate location are not applicable.
Reduction	• The principal forms of reduction are associated with refinements and modifications that address the siting and scale of built form. • Throughout the development of the design layout of the site, various measures of reduction have been considered including re-orientation of buildings and their spatial relationships to reduce visual impacts. • Further reduction measures (e.g. reduced building heights and massing) are unlikely to be viable from an operational perspective
Alleviation	• The proposed development includes a landscape strategy throughout the Proposal Site which include frontage and boundary planting, riparian zone planting and streetscape planting.

Mitigation principle	Comment
	• The proposed frontage and boundary landscaping will play a significant part in mitigating the visual impacts of the proposal, particularly to the west of the site along Old Wallgrove Road. • Landscape planting will help to filter views of the earthworks and warehouses, which will help limit the impact of new significant built form. • The effectiveness of the proposed planting will increase over time as the vegetation matures, particularly proposed trees which will be more effective after 10-15 years of growth. • The LCVIA recommends further consideration of detailed landscape design to ensure appropriate species selection and planting location to maximise the effectiveness of the landscaping.
Off-site compensation	• Given the limited number of highly sensitive visual receivers and the presence of mature vegetation between Burley Road and the site, views of the existing warehouses and proposed future warehouses are highly filtered and have a minimal visual impact. • As a result, the LCVIA considers the use of off-site compensation through the use of strategic planting to be limited and is not warranted.
Management	• The LCVIA recommends the development of a Construction Environmental Management Plan (CEMP) for the construction phase which outlines management measures for environmental impacts including visual impacts on sensitive receivers.

Table 13: Summary of mitigation measures relative to visual impacts of the OEE (Source: Clouston Associates)

The VIA concludes that given the site's context which is surrounded by predominantly industrial land, visual impacts are relatively low. Rural residential receivers in proximity of the site to the south will not be detrimentally impacted by the development given the existing dense vegetation between the site and these receivers which screens any potential sightlines.

6.2.1 Landscaping

Visual impacts associated with the development will also be mitigated through appropriate landscaping as detailed in the Landscape Architectural Package included at Appendix 10.

The Landscape Design Statement in Appendix 10 outlines how the proposed landscape treatment seeks to reflect the existing design language established in constructed portions of Precinct 1, maximise canopy cover and provide appropriate screening.

The Landscape Architectural Package also includes precedent imagery for the landscape character of the precinct and materials and finishes to ensure future stages within the precinct are to a high quality and aesthetic standard consistent with Precinct 1 and 3.

The Landscape Plans propose canopy trees around the perimeters of the Precinct 1 Extension and Precinct 3 to screen the bulk and scale of the buildings when viewed from estate roads and Old Wallgrove Road. Further, landscaping is also provided for throughout the carparks for Precinct 1 and Precinct 3 to screen expansive areas of car parking and to mitigate urban heat island.

Goodman will be responsible for the landscape implementation of healthy and functional planting in the establishment period and on-going maintenance to ensure high quality and robust landscape outcomes.

6.3 Soil and Water

The application is supported by detailed civil engineering design plans (Appendix 12) and a Civil Infrastructure and Stormwater Management Report (CISMR) (Appendix 13) prepared by AT&L. The potential impacts on flooding in Reedy Creek are assessed by BMT (Appendix 14).

With the exception of Precinct 5, the site rehabilitation DA (DA 347.1/2021) currently under assessment addresses the flooding and site stormwater management of the site as established by the remediation earthworks – through the construction of a network of stormwater control basins (see Figure 5).

The CISMR addresses the stormwater management of the estate as it is proposed to be developed on the landform provided by the rehabilitation works under DA 347.1/2021. The key issues covered in the CISMR include:

- erosion and sedimentation control
- stormwater management, including:
  - On Site Detention (OSD) – Site Storage Requirement (SSR) and Permissible Site Discharge (PSD)
  - piped and overland flows
  - Water Sensitive Urban Design (WSUD) including the use of rainwater capture and storage to achieve a 40% reduction in water consumption
- utility servicing
- road design

6.3.1 Erosion and sediment control

The CISMR includes a detailed Soil and Water Management Plan (SWMP) prepared in accordance with *Managing Urban Stormwater – Soils and Construction* (Landcom, 2004) for the site.

The SWMP demonstrates that adequate controls can be established to avoid the pollution of receiving waters during construction of the development, including three sediment basins, diversion structures, ongoing maintenance and inspections.

Prior to commencing construction, a detailed ESCP will be prepared to include sediment and erosion controls to be designed, installed and maintained in accordance with the requirements of Landcom 2004.

6.3.2 Stormwater Drainage

The civil designs include a stormwater drainage network to capture flows on the estate hardstands and road network, to be directed to three on-site detention (OSD) basins as shown in Figure 32.

All stormwater drainage from the Oakdale East development is designed to accommodate the 100-year ARI storm event and comply with Council's engineering requirements, including the following:

- *Fairfield City Council Stormwater Management Policy – September 2017*
- *Fairfield City Council Policy for Erosion and Sediment Control*
- *Fairfield City Council Specification for Roadworks and Drainage associated with subdivision or other development*
- *Managing Urban Stormwater – Soils and Construction* (2004).

The OSD basins are designed to meet the minimum storage size requirements of Council's Stormwater Management Policy, providing a combined storage volume of 36,663 m³, which is well in excess of the minimum 26,641 m³ required by Council's policy. The civil designs include infrastructure downstream of the OSD basins to discharge water from the estate to Reedy Creek. With the proposed design of this infrastructure in accordance with Council's policy, the proposal can satisfactorily achieve the water quality objectives of Reedy Creek.

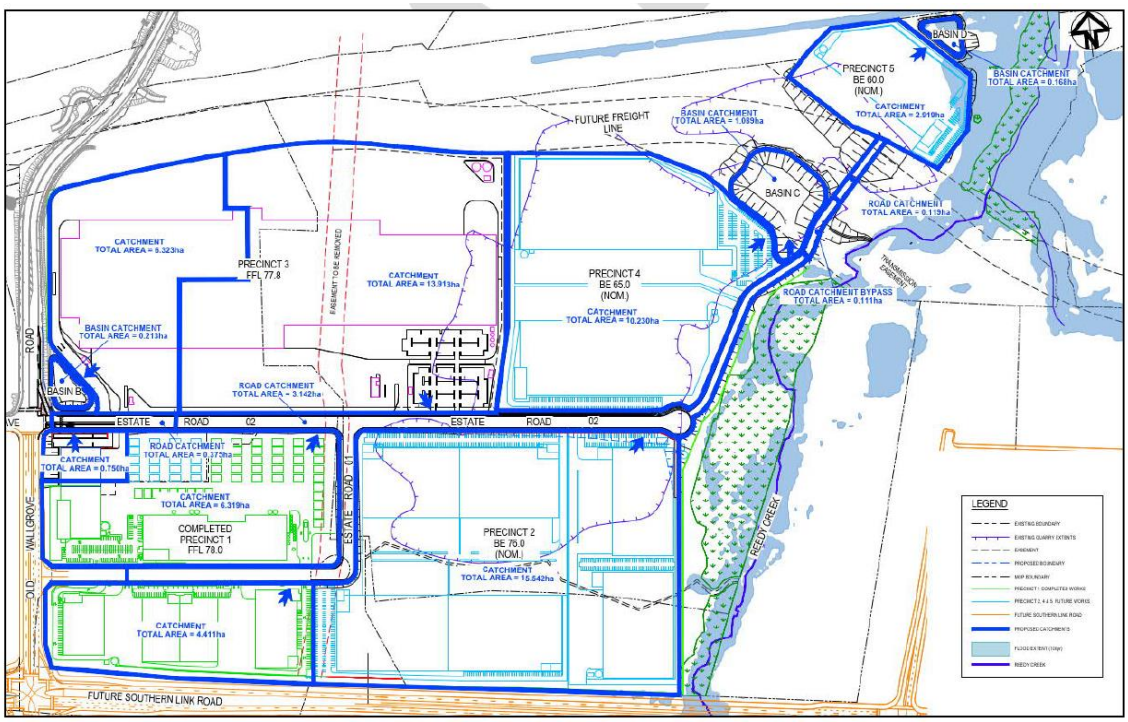


Figure 32: Proposed stormwater system (Source: AT&L)

6.3.3 Flooding

The Flooding Assessment in Appendix 14 draws on previous flood modelling undertaken for DA 347.1/2021 and updated the flood model based on the bulk earthworks in Precinct 5.

The Flooding Assessment predicts the addition of the Precinct 5 landforms would marginally increase the flood levels and flow velocities in Reedy Creek during the 1% annual exceedance probability (AEP) and 5% AEP flooding events, with the predicted increases during the 1% AEP event shown in Figure 33.

The most significant increase in flood levels occurs adjacent to Precinct 5 and is up to 0.03 m during the 1% AEP event, which is considered negligible. During the probable maximum flood event, the most significant flood level increase is up to 0.1 m.

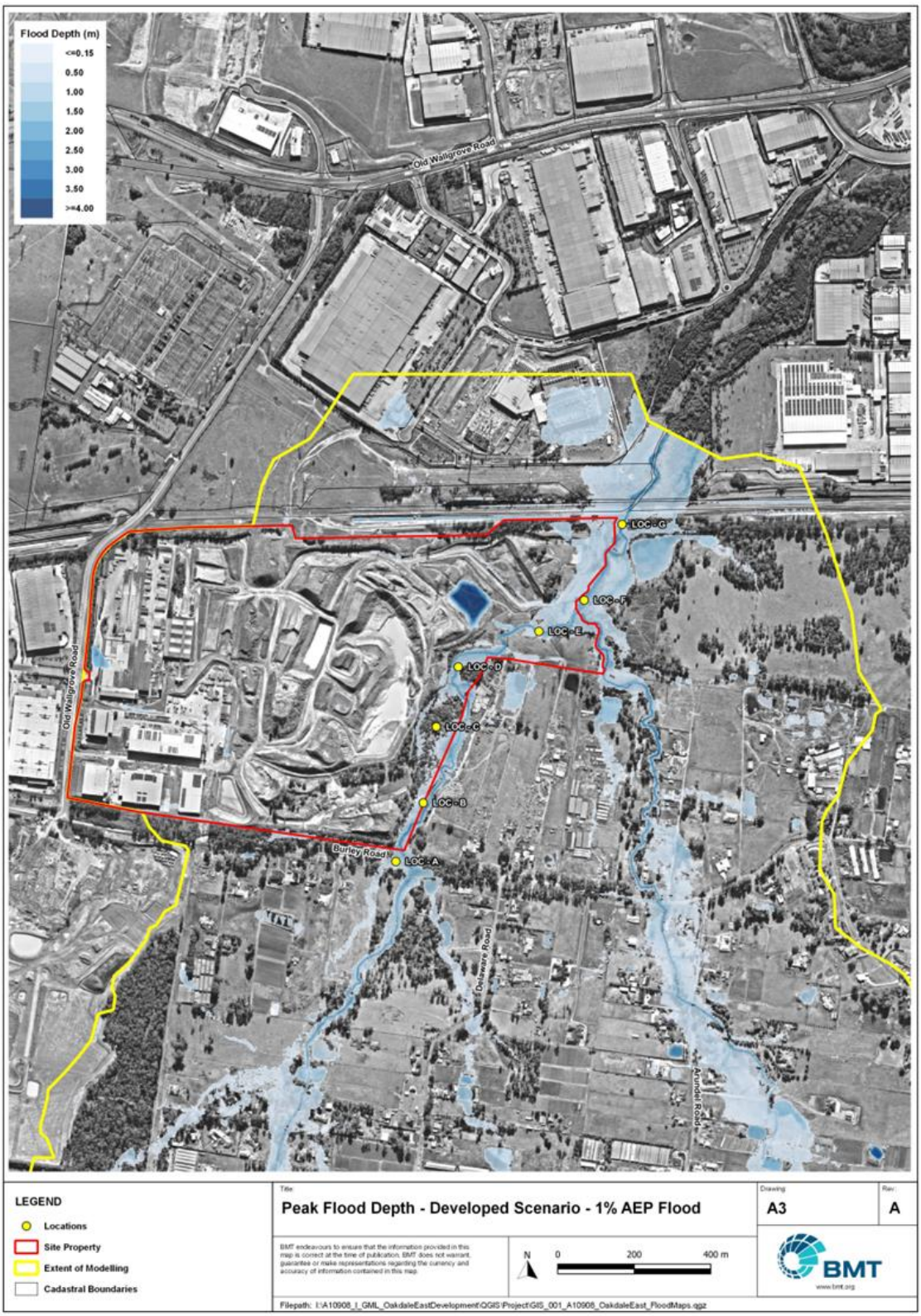


Figure 33: Predicted change in 1% AEP flood level (Source: BMT)

6.4 Contamination

Contamination of the broader OEE site is addressed under DA 347.1/2021 currently being assessed by Fairfield City Council. A Detailed Site Investigation (DSI) and Remedial Action Plan (RAP) were prepared by JBS&G Australia and included with DA 347.1/2021, to remediate the OEE site to the west of the Reedy Creek riparian corridor.

The DSI submitted with DA 347.1/2021 found:

- there is no evidence of significant filling beneath the current plant infrastructure footprint
- the reported concentrations of all contaminants of concern within analysed soil samples were below the adopted criteria protective of ecological and human health with the exception of one friable asbestos (FA) in soil concentration, reported at levels above the human health criteria at BH39 (0-1 m)
- elevated levels of several heavy metals were recorded in several groundwater monitoring wells, however, this reflects the background conditions of the site
- no petroleum hydrocarbon or PFAS concentrations were identified at the groundwater sampling locations
- there were no identified unacceptable human health or ecological risks associated with soil vapour
- the risk of migration of contaminants from the site is considered to be low given no significant contamination conditions were identified

Based on the findings of the DSI, the RAP was prepared and submitted with DA 387.1/2021. The RAP outlined known and suspected contamination conditions on site, preferred remedial strategies and validation requirements. Subject to the successful implementation of the measures in the RAP, JBS&G Australia found the site can be made suitable for commercial/industrial uses.

6.4.1 Precinct 5

A Preliminary Site Investigation (PSI) was carried out by JBS&G for Precinct 5 (Appendix 26) and surrounding stormwater detention basin and access road, the remaining areas of the OEE not addressed through the above DSI and RAP.

The PSI made the following conclusions regarding the status of these areas:

- potential sources of contamination were identified as part of the site history review and site inspection as related to the following:
  - fill materials of unknown origin imported/stockpiled on the site
  - cross contamination or leaching from historically overlying fill materials to natural materials/temporary surface water present at the site
  - spills or leaks associated with vehicle storage and/or maintenance activities as may have occurred within the site
- it is unlikely that activities at the site will have contaminated the land to a degree that would prevent the redevelopment of the site for commercial / industrial land-use
- in the event that contamination is identified at the site, it is anticipated that the site can be made suitable for the proposed land-use.

Based on these conclusions, the PSI recommended that prior to redevelopment at the site, planned intrusive investigations should be undertaken to provide a quantitative assessment

of contaminant levels associated with the areas of environmental concern identified above to confirm the suitability of the site (from a contamination perspective) for the proposed use.

Should contamination be identified during intrusive investigations, sufficient data will be collected to facilitate the preparation of a remedial action plan (RAP) for implementation during proposed earthworks to manage any identified contamination impacts.

6.5 Traffic and Transport

A Transport Assessment (TA) and Green Travel Plan have been prepared by Ason Group (Appendix 15 and Appendix 28, respectively) for the proposed development. The TA assessed the proposal in terms of:

- the existing and future surrounding road network which will facilitate movement of heavy reticulated vehicles (HRV) to and from the site;
- traffic modelling in regard to the impact of the proposed concept and staged development on the surrounding local and regional road network; and
- proposed design of the estate to accommodate Super B-Doubles, Articulated Vehicles and other HRVs.

6.5.1 Existing and Future Road Network

The site is strategically located to a number of regionally significant roads, connecting the locality to various regions of Greater Sydney. The key road connections in proximity to the site are:

- M7 Motorway – a key north-south link between the M2 Motorway to the north and the M5 Motorway to the south as part of the Sydney Orbital Road Network.
- M4 Motorway – dual carriageway motorway running in an east-west alignment, connecting the Inner West to the foot of the Blue Mountains.
- Wallgrove Road – an arterial road which runs parallel to the M7 providing a north-south connection between the Great Western Highway and Elizabeth Drive.
- Lenore Drive – a sub-arterial road which connects Old Wallgrove Road to the east to Mamre Road to the west.
- Old Wallgrove Road – a local collector road which connects Wallgrove Road and Lenore Drive.
- Millner Avenue – a local road connecting Old Wallgrove Road to the east to Otellia Road to the West. Millner Avenue is the main road running through Oakdale Central.

There are also a number of future roads planned or that have begun construction in the vicinity of OEE. These roads will increase the accessibility to and from the site and include:

- Southern Link Road – running along the southern boundary of the site, the Southern Link Road will connect Wallgrove Road to the east to Mamre Road to the west.
- North South Link Road (Archbold Road) - a north-south connection from Old Wallgrove Road to the M4. The planning and development process for this road is ongoing and subject to change due to further refinement and hence, the OEE as proposed does not rely on this road for access.

6.5.2 Traffic Generation

The anticipated traffic generation for the OEE has been calculated based on the adopted trip generation rates under the Mamre Road Precinct Study. These rates are:

- AM Peak: 0.18 peak hour vehicle trips per 100m² of industrial GFA including ancillary office floor space;
- PM Peak: peak hour vehicle trips per 100m² of industrial GFA including ancillary office floor space; and
- Daily: 2.43 vehicle trips per 100m² of industrial GFA including ancillary office floor space.

Utilising these rates, the overall trip generation for OEE has been estimated as presented in Table 14.

Period	Vehicle Movements
AM Peak Hour	596
PM Peak Hour	529
Daily	8,041

Table 14: Trip generation for the overall OEE (All precincts) (Source: Ason Group)

Similarly, the estimated traffic generation for Precinct 3, included as part of Stage 2 works, has been calculated and is provided in Table 15.

Period	Vehicle Movements
AM Peak Hour	223
PM Peak Hour	198
Daily	3,008

Table 15: Trip generation for Precinct 3 (Source: Ason Group)

Trip generation for Precinct 3 has been estimated utilising first principles and provided traffic generation forecasts by the confirmed future tenant. These forecasts were determined based on employee shift numbers and their relevant changeover times. This has resulted in an anticipated daily trip generation of 1,842 for Precinct 3.

Cumulative Traffic Impacts

The TA includes traffic modelling to determine cumulative impacts of the proposal with consideration of the surrounding development including Oakdale Central¸ Oakdale South ESR Horsley Logistics Park and Fraser Nu Pure. The modelling establishes the Level of Service (LoS) for the key intersections without the development of the OEE, presented as a 'Base Case' as shown in Table 16.

Intersection	Control	LoS (2021)		LoS (2026)	
Old Wallgrove Road/Lenore Drive	Signal	AM	B	AM	B
		PM	C	PM	C
Old Wallgrove Road/Millner Avenue	Signal	AM	B	AM	B
		PM	A	PM	B

Table 16: Current and projected LoS Base Case for surrounding intersections

To determine the impacts of traffic generated by the OEE, the TA includes modelling with the results presented in Table 17.

Intersection	Control	LoS (2026)	
Old Wallgrove Road/Lenore Drive	Signal	AM	E
		PM	D
Old Wallgrove Road/Millner Avenue	Signal	AM	F
		PM	D
Proposed secondary estate access	Left-in/Left-out	AM	A
		PM	A

Table 17: Projected intersection operational LoS with OEE traffic generation

Given the predicted impacts to signalised intersections during the AM peak, upgrades are proposed as part of the Stage 2 development to ensure these intersections can operate at satisfactory levels. These upgrades include Old Wallgrove Road/Lenore Drive (Figure 34) and Old Wallgrove Road/Millner Avenue (Figure 35).

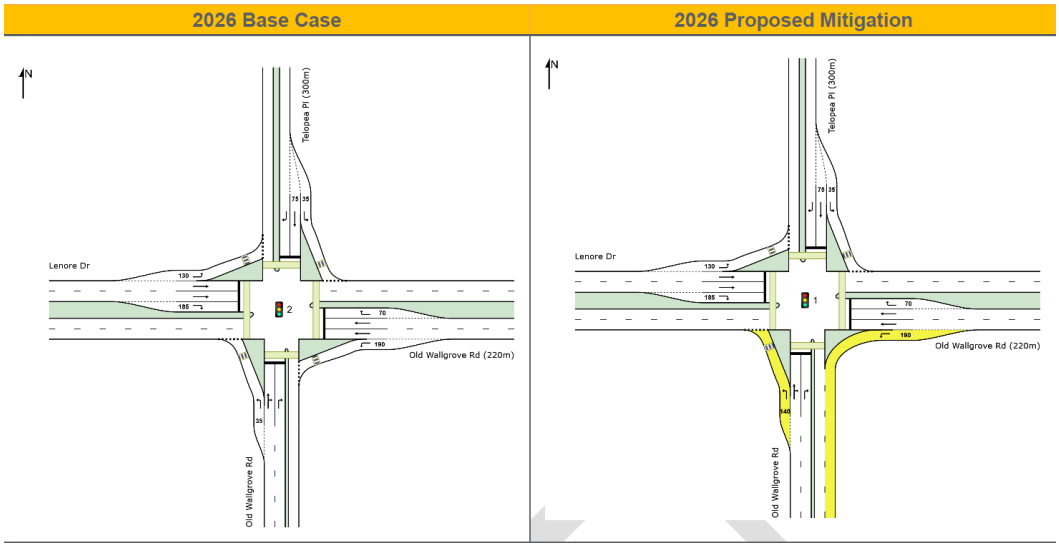


Figure 34: Proposed upgrades at Old Wallgrove Road/Lenore Drive intersection (Source: Ason Group)

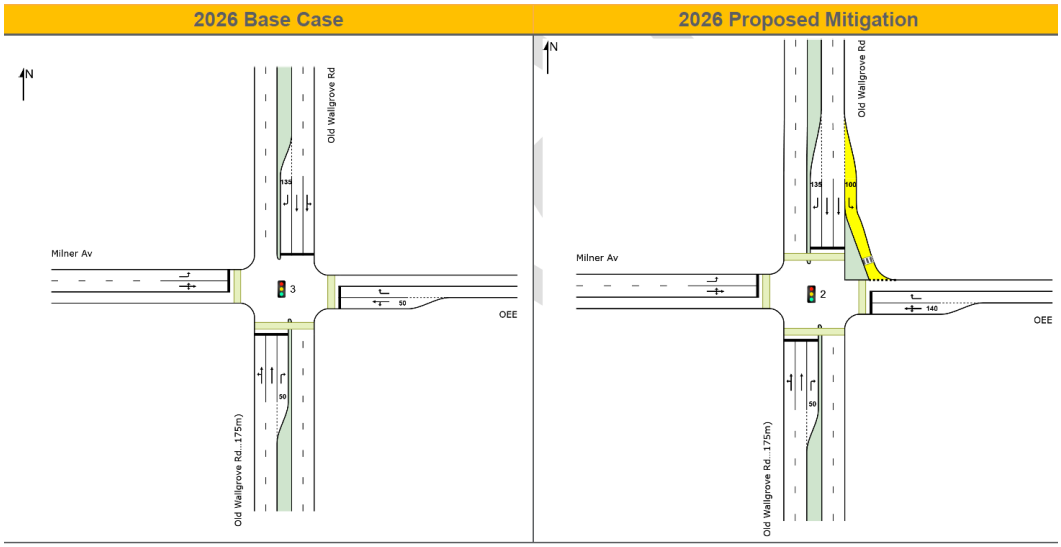


Figure 35: Proposed upgrade at Old Wallgrove Road/Millner Avenue intersection (Source: Ason Group)

The proposed upgrades are summarised in Table 18:

Intersection	Upgrades
Old Wallgrove Road/Lenore Drive	• widening of the southern side of the intersection to accommodate a second departure lane, allowing for a continuous flow from the East approach; and • widening and extension of the existing left-turn slip lane from the South approach from the existing 35 metres to 140 metres.
Old Wallgrove Road/Millner Avenue	• widening of the northern side of the intersection to accommodate an additional 100 metres left turn slip lane into Estate Road 02 (eastern arm of intersection); and • extending the kerbside lane of the East approach from 50 metres to 140 metres (i.e. through No Stopping restrictions or similar).

Table 18: Proposed intersection upgrades

Based on these proposed measures, TA modelling demonstrates the LoS of the two intersections improves to satisfactory levels as presented in Table 19.

Intersection	Control	LoS (2026)	
Old Wallgrove Road/Lenore Drive	Signal	AM	C
		PM	D
Old Wallgrove Road/Millner Avenue	Signal	AM	C
		PM	C
Proposed secondary estate access	Left-in/Left-out	AM	A
		PM	A

Table 19: Projected intersection operation LoS with consideration to the development of the OEE and implementation of proposed mitigation measures

The projected traffic generation as a result of the SSD can therefore be adequately addressed and mitigated through the implementation of the proposed intersection upgrades.

6.5.3 Internal Road Design

The estate road works include constructing a new Estate Road 2 as an eastern extension of Millner Avenue from its intersection with Old Wallgrove Road. Estate Road 2 will extend to the east to the boundary of the developable area of OEE where it meets the Reedy Creek Corridor. A private driveway is also proposed to provide access to Precinct 5 from the end of Estate Road 2 as shown in Figure 36.

The Stage 2 works also include an extension of Estate Road 1 (Latitude Drive) to form the eastern boundary of Precinct 1 and connect with Estate Road 2.

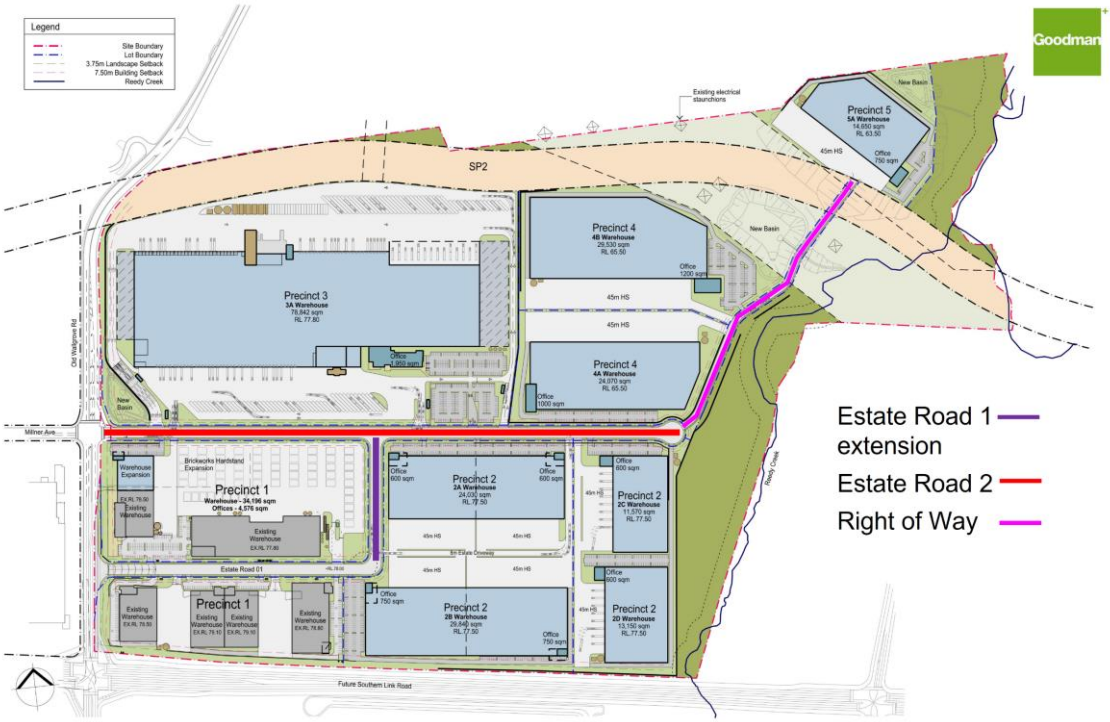


Figure 36: Proposed estate roads and right of way to be constructed as part of the Stage 2 works for OEE (Base source: SBA Architects)

While the proposed tenancies only require vehicles up to 26 m in length (B-doubles), the proposed estate road layout is designed to accommodate trucks up to 30 m in length (Super B Doubles).

6.5.4 Onsite Parking and Access

The parking provisions for the broader OEE have been established based on the existing OEE DCP provisions for Precinct 1, approved by Council under DA 93.1/2019. The car parking rates established are provided in Table 20.

Land Use	Car Parking Rate
Warehouse	1 space per 300m^2
Office	1 space per 40m^2

Table 20: Proposed and established car parking rates for the entire OEE (Source: Oakdale East DCP)

Precinct 3

The design of Precinct 3 access facilitates one way entry and exit in a forward direction to service the loading docks for receipt and dispatch. The entry points include three lanes with sufficient capacity to avoid queuing of heavy vehicles extending to the estate road.

A breakdown of the parking required for the proposed development of Precinct 3 is provided in Table 21.

Land Use	Proposed GLA	Required car parking spaces	Car parking spaces provided
Warehouse	84,826 m² (+10,009 m² expansion)	316	328
Office	1,975 m²	50	
Total	96,810 m²	365	

Table 21: Analysis of car parking spaces required and provided for Precinct 3 (Source: Ason Group)

The proposed development within Precinct 3 requires the provision of 365 car parking spaces. The proposal includes 328 on-site car parking spaces, satisfying and exceeding these requirements to meet the request of the future confirmed tenant.

This provision of car parking within Precinct 3 will also include six accessible car parking spaces in accordance with the National Construction Code (NCC) and the relevant Australian Standard. This exceeds the minimum requirements of four accessible spaces established by the NCC.

Bicycle parking is also proposed in accordance with the *Planning Guidelines for Walking and Cycling (2004)* whereby 7-12 bicycle spaces are required with adequate End of Trip facilities also provided in accordance with the guideline.

Precinct 1 Expansion

The proposed expansion of Precinct 1 will provide an additional 2,815 m² of warehouse GLA and 307 m² of office space, which requires a total of 18 car spaces. The proposed extension of Precinct 1 includes an additional 54 car parking spaces (including one accessible space), exceeding the parking requirements by 36 spaces.

The accessible car parking space will be designed in accordance with the NCC and the relevant Australian Standards.

Bicycle parking is also proposed in accordance with the *Planning Guidelines for Walking and Cycling (2004)* which provides 6-12 bicycle spaces are required with adequate End of Trip facilities also provided in accordance with the guideline.

6.5.5 Green Travel Plan

The GTP prepared by Ason (Appendix 28) provides the following objectives to encourage and facilitate the use of alternate and sustainable modes of transport to the site:

- set future staff travel mode share targets
- improve access, amenity, convenience, and safety of sustainable transport modes to/from the Site
- promote the use of 'active transport' modes such as walking and cycling, particularly for short-medium distance journeys
- reduce reliance on the use of private vehicles for all journeys
- encourage a healthier, happier and more active and public transport use culture.

The GTP proposes a movement hierarchy, with priority given to 'active transport' such as walking and cycling over public transport, car share and private vehicles.

The GTP notes that existing bus services do not directly access the site, with the nearest bus route located along Lenore Drive. The Applicant is currently in discussions with TfNSW regarding an extension to this bus service into the Oakdale Industrial Estate network, which would also service the OEE.

Cycling and pedestrian infrastructure is provided along Old Wallgrove Road to the intersection with Millner Avenue, providing direct access to the estate from the regional cycle network. End of trip facilities are provided in each of the warehouse and office buildings to be developed under Stage 2 of the OEE.

Given the current transport provisions, the GTP found that approximately 89% of employees use private vehicles to travel to the area, with an additional 5% travelling as passengers in cars. The GTP aims to reduce reliance on cars by up to 9% (with a 3% increase in car passenger use) over a 5-year timeframe. The GTP includes seven recommended strategies to achieve the mode share objectives which are detailed in Appendix 28.

The GTP recommends the implementation of the following measures should the objectives not be met:

- an introduction to the GTP for all staff, setting out its purpose and objectives
- provision of public transport travel information for staff, customers and visitors
- encouragement of car sharing, both amongst staff on site and in the wider context
- provision of car share spaces (future potential measure) and / or provision of a business "pool car" while public car share operators are limited in the area
- assisted cycle purchase schemes
- interest free loans to assist with purchases of bicycles and associated equipment
- a transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date
- the provision of transport information for visitors to the site.

The Applicant proposes to adopt the GTP recommendations to be described in detail in a Traffic Management Plan to be prepared for the development.

6.5.6 Conclusion

The key findings of the TA demonstrate that the proposed Concept Plan and Stage 2 works within Precinct 3 and the Precinct 1 expansion are supportable on transport planning grounds. The proposed mitigation measures are adequate in ensuring appropriate infrastructure is in place to reduce the impact of the development of the OEE on the surrounding road network.

6.6 Noise and Vibration

A summary of the results of the Noise and Vibration Assessment (NVA) prepared by RWDI is provided in the following sections. The NVIA addresses the potential construction and operational noise and vibration impacts associated with the OEE Stage 2 development against the relevant EPA noise guidelines including:

- the *Noise Policy for Industry* (EPA, 2017) (NPfI)
- *NSW Road Noise Policy* (EPA, 2011)
- *Interim Construction Noise Guideline* (DECC, 2009)

Construction vibration impacts were assessed against the *Assessing Vibration: A Technical Guideline* (DEC, 2006).

6.6.1 Existing noise conditions

The site and surrounding locality currently experience industrial noise from surrounding industrial and commercial uses in the WSEA employment lands.

Existing receivers in the vicinity of the site include industrial receivers to the north, west and south west and rural residential receivers to the south and east across Burley Road and the Reedy Creek riparian corridor. Sensitive receivers surrounding the OEE Estate are shown in Figure 37.

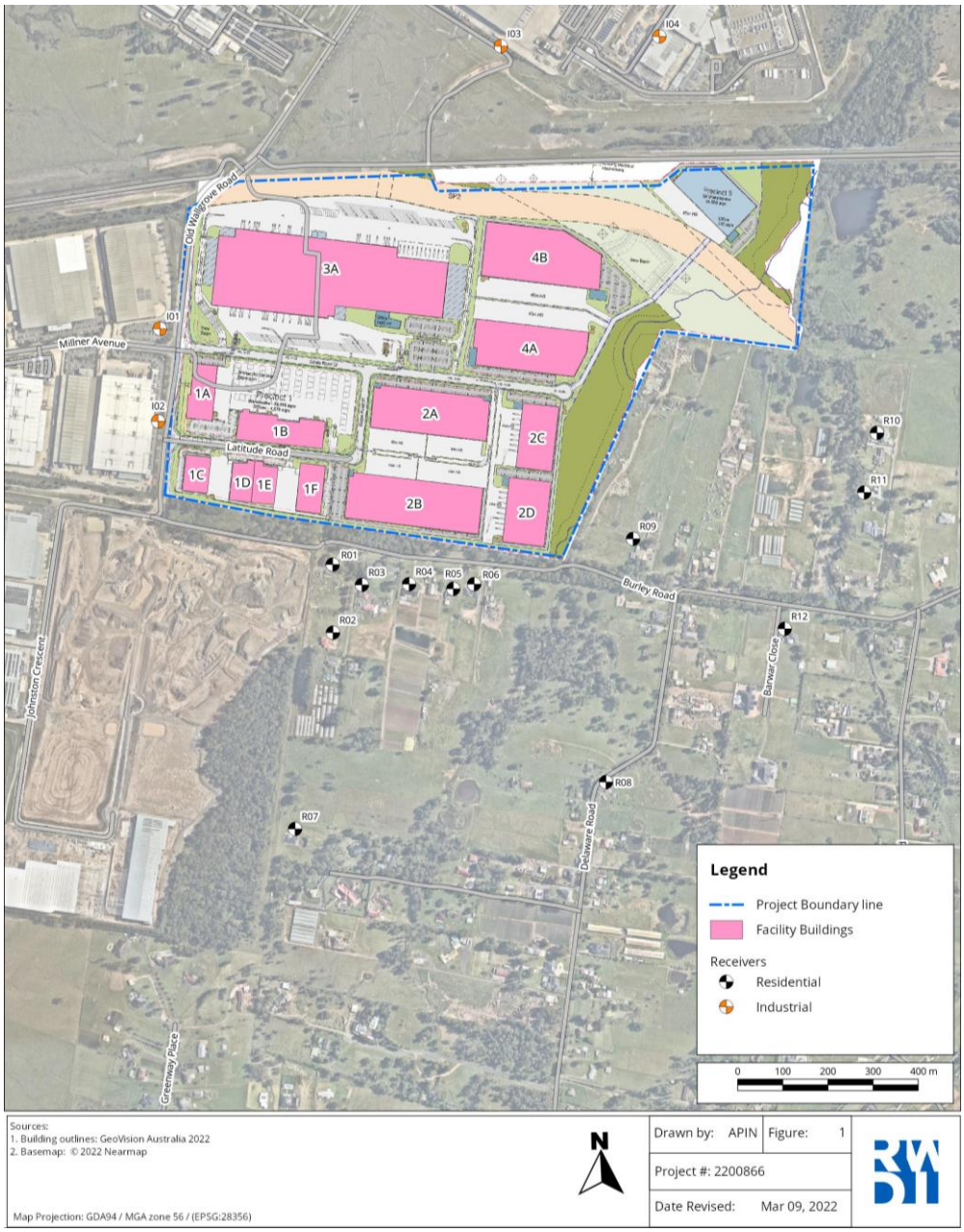


Figure 37: Noise receiver locations (Source: RWDI)

Six residences are located along Burley Road to the south of the estate with a further four receivers to the southeast. Receivers to the west and north of the site are limited to industrial land uses.

Due to the prevailing wet weather conditions in February and March 2022, suitable conditions were not available to undertake reliable noise monitoring to establish background noise levels against which to assess the proposed development.

Accordingly, RWDI has adopted the background noise monitoring results for the Oakdale West Estate noise assessment taken at receivers to the south of the OWE, considered to be most representative of the sensitive receivers to the south of the OEE. The adopted background rating background levels for assessment are summarised in Table 22.

Location	Time of Measurement	Rating Background noise Level (RBL) LA90, 15min dB(A)
Southern receivers	Day	42
	Evening	37
	Night	37

Table 22: Background noise levels (Source: RWDI)

6.6.2 Construction Noise and Vibration

Construction works will be undertaken in accordance with the NSW *Interim Construction Noise Guideline* (ICNG) as outlined below:

- 7am to 6pm Monday to Friday and
- 8am to 1pm on Saturdays.

The NVIA notes that noise sources during construction works will be generated by the following activities:

- site establishment works – clearing, earthworks, road construction and retaining walls
- construction of warehouse pad and hardstands
- construction of the warehouse buildings and office structures

Given the operation of plant likely to generate vibration would be operated greater than 120 m from the site boundary, the NVIA concluded that no vibration impacts would be experienced at off site receivers.

The NVIA includes a summary of the predicted noise levels (without any additional mitigation) generated by the various work activities listed above. The summary is shown in Table 23.

The NVIA modelled predicted construction noise levels at surrounding receiver locations which found that none of the receiver locations would be highly noise affected with all noise levels lower than the maximum construction noise level of 75 dBA.

Noise Source	Equipment	Sound power levels dB(A) $L_{Aeq,15min}$	Aggregate Sound Power Level	
			dB(A) $L_{Aeq,15min}$	dB(A) L_{Amax}
Site establishment and pad construction	Dozer	110	116	118
	Dump truck	100		
	Excavator	102		
	Front end loader	112		
	Grader	108		
	Concrete pump	106		
	Concrete truck/ agitator	106		
	Concrete vibrator	102		
	Paving machine	104		
	Plate compactor	108		
	Vibratory Roller	109		
Construction of structures	Elevated working platform	97	110	112
	Flatbed truck	100		
	Electric Hand Tools	96		
	Mobile crane	101		
	Welding equipment	97		

Table 23: Predicted noise levels during construction (Source: RWDI)

The construction scenarios are predicted to be within the construction noise management levels of 52 dBA at most receivers with the exception of six locations during earthworks (R01, R03, R04, R05, R06, R09) and one receiver (R04) during hardstand construction.

6.6.3 Operational noise

Potential operational noise sources of the development include:

- mechanical plant, including cooling units on the temperature controlled warehouse
- internal warehouse operations
- operation of the loading docks
- truck and light vehicle movements on hardstands and in parking areas

The relevant operational noise criteria for the development were established based on the noise monitoring results and the NPfI and are provided in Table 24. Project Noise Trigger Levels are shown in bold.

Location	Time of Day [1]	Amenity Noise Level, LAeq, period [2] (dBA)	RBL [3] (dBA)	Project Noise Trigger Levels	
				Intrusive LAeq, 15 min (dBA)	Amenity
Residential	Day	50	42	**47**	48
	Evening	45	37	**42**	43
	Night	40	37	42	**38**
Commercial	All	65	-	-	**63**

Table 24: Operational noise trigger levels (Source: RWDI)

Note 1: Daytime 7.00am–6.00pm; Evening 6.00pm–10.00pm; Night 10.00pm-7.00am
Note 2: Project Amenity Noise Levels corresponding to "Rural" and "Commercial" areas recommended noise levels.
Note 3: Rating Background Level

For maximum noise level events which may cause sleep disturbance (night-time period only) the NVIA adopted the following screening noise levels:

- $L_{Aeq,15min}$ 40 dBA; and/or
- L_{AFmax} 52 dBA.

The NVIA includes predictions for noise generated from each of the warehouses across the entire estate, including a combination of noise generated by internal activities, emissions from external noise sources including roof mounted plant and refrigeration equipment on cold storage warehouses, loading activities (forklifts) and light and heavy vehicles movements within the site.

The NVIA also predicts noise generated from the approved Precinct 1 and operation of the warehouses proposed under the Stage 2 DA, namely Precinct 3 and the Precinct 1 extension.

The results of the noise predictions are detailed in Appendix 19. The results indicate that the noise generated by the proposed development would comply with the relevant operating criteria during the day and evening periods, with the exception of two receivers during the evening period.

The NVIA modelling predicts minor to moderate (up to 6 decibel) exceedances of the relevant night time noise criteria at receivers along the southern boundary of the site (R1 to R6) and the closest receiver to the south east of the site (R9). The development would comply with night time noise criteria at all other receivers.

The NVIA also includes modelling of noise generated by the development with the incorporation of proposed mitigation measures (Section 6.6.4). This modelling predicts compliance with all criteria at all times of the day at all receiver locations.

A summary of the predicted noise levels at the most affected receivers is provided in Table 25.

Receiver Location	Time of Day	PNTL (dBA) ($L_{Aeq, 15\ min}$)	Predicted Noise Level (dBA) ($L_{Aeq, 15\ min}$)			
			Precincts 1 and 3		All Precincts	
			Worst Case	Mitigated	Worst Case	Mitigated
R01	Day	47	43	38	44	38
	Evening	42	41	36	**43 (+1)**	37
	Night	38	**40 (+2)**	35	**40 (+2)**	35
	Night (adverse)	38	**44 (+6)**	37	**44 (+6)**	38
R02	Day	47	38	33	39	38
	Evening	42	37	32	38	38
	Night	38	36	31	36	35
	Night (adverse)	38	**39 (+1)**	34	**39 (+1)**	38
R03	Day	47	42	38	39	38
	Evening	42	41	37	38	38
	Night	38	**40 (+2)**	35	36	35
	Night (adverse)	38	**43 (+5)**	38	**43 (+5)**	38
R04	Day	47	42	37	37	37
	Evening	42	41	36	37	37
	Night	38	**40 (+2)**	35	33	33
	Night (adverse)	38	**43 (+5)**	38	**43 (+5)**	36
R05	Day	47	41	36	41	38
	Evening	42	40	35	41	38
	Night	38	**39 (+1)**	34	37	34
	Night (adverse)	38	**43 (+5)**	38	**43 (+5)**	36
R06	Day	47	42	37	46	37
	Evening	42	41	36	**46 (+4)**	37
	Night	38	**40 (+2)**	35	**41 (+3)**	32
	Night (adverse)	38	**43 (+5)**	37	**42 (+4)**	35
R09	Day	47	40	37	39	39
	Evening	42	38	35	38	39
	Night	38	37	34	34	34
	Night (adverse)	38	**41 (+3)**	38	**41 (+3)**	37

Table 25: Operational noise predictions (Source: RWDI)

The predicted worst case exceedances are primarily due to heavy vehicle movements in the southern loading docks and eastern access/egress at Precinct 3, without the presence of any structures between Precinct 3 and the receivers.

The ultimate configuration of warehouse buildings in Precinct 2 is yet to be established. However, the configuration shown in the proposed masterplan layout has been assumed in the modelling to determine the effective shielding provided by the warehouse buildings to the affected receivers.

The NVIA also predicts maximum noise levels generated during the night time which may cause sleep disturbance. This assessment found potential exceedances of the NPfI screening criterion at the two closest southern receivers (R1 and R3) with levels of up to 60 dBA predicted. Further analysis of these locations found that the maximum noise is unlikely to result in internal noise levels which may cause sleep disturbance.

6.6.4 Mitigation

Construction Noise

To minimise construction noise impacts on those receivers, the NCVIA recommends the following construction noise mitigation measures:

- minimising the coinciding use of multiple noisy plant items
- equipment which is used intermittently is to be shut down when not in use
- equipment with directional noise emissions would be oriented away from sensitive receivers as much as practicable
- regular compliance checks on the noise emissions of all plant and machinery used for the proposal would indicate whether noise emissions from plant items were higher than predicted. This also identifies defective silencing equipment on the items of plant
- non-tonal reversing alarms should be used on all items of plants and heavy vehicles used for construction
- pre-construction consultation with receivers R01, R03, R04, R05, R06 and R09 to clearly and transparently explain the proposed works and the potential for construction noise impacts
- provision of regular on-going updates to these receivers throughout the works in order to understand and address as far as practicable any noise related concerns of the receivers.

The NVIA recommends the development of a Construction Noise and Vibration Management Plan (CNVMP) by the construction contractor prior to commencement of site works. The CNVMP will form part of the CEMP for the development and include:

- confirm that the results presented in the NVIA are representative of the final construction methodology
- identify the most sensitive receivers potentially impacted by construction noise
- provide details of all reasonable and feasible noise mitigation measures required
- inform site staff of this sensitivity and methods to reduce construction noise.

Operational Noise

To ensure the full development complies with the noise assessment criteria at the most affected receivers, the Applicant proposes to install two 4 m high noise barriers along the southern perimeter of the site, to address gaps between warehouse buildings in Precinct 2 (Figure 38).

Once the warehouse buildings in Precinct 2 and noise barriers are developed and with the noise barriers in place, the NVIA predicts compliance with project noise criteria at all receiver locations during all times of the day.

To ensure the predicted impacts in the interim (Precinct 1 and 3) scenario do not eventuate, the Applicant proposes to only commence operation of the warehouse in Precinct 3 once the key structures in Precinct 2 are installed. These include the warehouse buildings in Precinct 2 and the two noise barriers. In the event that development of these structures is delayed, the Applicant proposes to install temporary noise barriers along the southern and southeast boundary of Precinct 2.

Figure 38: Proposed noise barriers - full scenario (Source: RWDI)

Should the configuration of the buildings in Precinct 2 change due to operational requirements, the position and extent of the noise barriers would be reviewed during the development of the noise assessment for the Precinct 2 development and any corresponding amendment to the concept masterplan layout.

During detailed design of each of the warehouses, to be assessed under subsequent DAs, the noise modelling will be updated based on the design, number and precise location of all key noise sources to ensure that the noise generated during operations will not exceed the project noise trigger levels established by the concept plan. Should modelling predict exceedance, the design of the warehouse will be modified and/or additional noise mitigation adopted to reduce noise generation to acceptable levels.

On this basis, the NVIA finds that the operational noise levels are expected to comply with the Project Noise Trigger Levels under the NPfI.

6.7 Biodiversity

A Biodiversity Development Assessment Report (BDAR) prepared by Ecologique is included at Appendix 16. The BDAR notes that the OEE site is generally cleared of vegetation given its existing operations as a quarry and brick manufacturing facility. Vegetation clearing associated with the rehabilitation DA 347.1/2021 will be offset according to the BDAR prepared for that DA. Minor additional clearing of approximately 2.28 ha of native vegetation is required for the OEE development as summarised below.

The BDAR identifies four plant community types (PCTs) within the OEE being:

1. Cumberland river-flat forest (PCT 835);
2. Cumberland shale plains woodland (PCT 849);
3. Cumberland swamp oak forest (PCT 1800); and
4. *Phragmites* and *Typha orientalis* coastal freshwater wetlands of the Sydney Basin Bioregion (PCT 1071), which has been allocated to farm dam areas.

With regard to the PCTs above, ecosystem and species credits are required to offset any biodiversity impacts resulting from the development of the OEE. These credits are summarised in Table 26.

PCT	Condition		Area of impact (ha)	Ecosystem credits required
835 - Cumberland riverflat forest	Moderate		0.49	10
849 – Cumberland shale plains woodland	Planted		0.05	0
1071 - Phragmites australis/Typha orientalis coastal freshwater wetland -	Low - artificial basins		0.13	3
1800 - Cumberland swamp oak floodplain forest	Low		1.15	0
1800 - Cumberland swamp oak floodplain forest	Moderate		0.03	1
Landscaping	n/a		0.43	0
Total			**2.28**	**14**
Species	**Habitat condition**	**Change in habitat condition**	**Area of impact (ha)**	**Species credits required**
Calliocephalon fimbriatum gang gang cockatoo (fauna)	40.8	-40.8	0.49	10

Table 26: Proposed biodiversity offset credits (Source: Ecologique)

Notwithstanding the offset credits, proposed clearing of vegetation is limited to highly degraded and scattered patches of native vegetation that are primarily located within an active quarry. Most native vegetation to be cleared is of planted origin or has colonised man-made bunds and dams.

Approximately five hectares of native vegetation will be retained and conserved along the eastern boundary of the site. This is in addition to the retention of the Reedy Creek riparian corridor and will ensure that no detrimental impacts will result from the proposed development.

Potential indirect impacts to biodiversity values have also been assessed and the following mitigation measures have been recommended to ameliorate such impacts including:

- considering potential noise and light spill into habitat areas during the design phase
- managing on-site detention basins to achieve pre-development hydrological conditions
- preparation of an Erosion and Sediment Control Plan to manage stormwater flows across the site and minimise the risks of sediment laden water entering Reedy Creek
- a Flora and Fauna Management Plan (FFMP) which documents pre-clearance and clearance processes
- the preparation and implementation of a Vegetation Management Plan (VMP) for the restoration of native vegetation areas in addition to the Reedy Creek riparian corridor
- the preparation of a Biosecurity Management Plan to manage weeds and other biosecurity risks (pathogens, disease, exotic fauna).

Subject to the implementation of the mitigation measures above, it is considered that the development of the OEE can effectively conserve biodiversity values during the construction and operational phases of the proposal.

6.8 Bushfire

A Bushfire Hazard Assessment (BHA) prepared by Blackash Bushfire Consulting in accordance with *Planning for Bushfire Protection 2019* (PBP 2019) is included at Appendix 17. The BHA confirms that the site can be developed as proposed with the implementation of appropriate Asset Protection Zones (APZs) and other construction measures.

The site's eastern and southern boundaries are identified as bushfire prone. This includes land identified as Vegetation Buffer, Vegetation Category 1 and Vegetation Category 2 as shown in Figure 39.

Figure 39: Bushfire prone land mapping (Source: Blackash Bushfire Consulting)

The assessment provided within the BHA has demonstrated that with consideration to Bushfire Attack Levels (BALs), vegetation and site topography, the implementation of minimum APZs of 20-22m along the eastern boundary is sufficient in ensuring that the future development of the site is protected in the circumstance of a bushfire.

The BHA also makes the following recommendations to ensure the bushfire safety of the broader Estate:

- Provision of fire hydrants in accordance with the relevant Australian Standard
- Buildings are constructed in accordance Australian Standard *AS 3959-2009 Construction of buildings in bushfire-prone areas* (AS 3959-2018)
- All proposed roads must comply with section 5.3.2 of PBP 2019 as appropriate

6.9 Fire Safety

A Fire Safety Strategy (FSS) has also been prepared by Affinity Fire Engineering and is included at Appendix 18. The FSS outlines the construction and management requirements

considered necessary to achieve an acceptable level of life safety within the building and satisfy the Performance Requirements of the BCA.

The FSS recommends a number of measures to ensure that the future occupants of warehouses within the OEE are kept safe, including:

- maintenance of fire safety equipment in accordance with relevant Australian Standard AS 1851;
- a no smoking policy in internal areas;
- development of a fire safety manual and relevant revisions or updates made annually;
- development of an Emergency Management Plan (EMP) for each warehouse in accordance with AS3745:2010;
- implementation of a hot works policy; and
- regular fire drills and general fire safety training.

It is considered that subject to the implementation of the above recommendations, future warehouses within the OEE can be made readily suitable and fire safe for occupation by future tenants.

6.10 Air Quality

An Air Quality Impact Assessment (AQIA) has been prepared by SLR Consulting assessing the potential air quality impacts from the development during both the construction and operational phases of the OEE (Appendix 20).

6.10.1 Construction Phase Impacts

During the construction phase of the OEE, dust emissions are anticipated to have the most significant impact on air quality. These emissions are expected to be a result of earthworks, construction and trackout.

Notwithstanding the anticipated emissions above, the surrounding area is considered to be of low sensitivity for both residential and commercial uses. The estimated impacts to surrounding receivers is presented in Table 27.

Type of Receptor	Impact	Sensitivity of Area	Dust Emission Magnitude				Preliminary Risk			
			Demolition	Earthworks	Construction	Trackout	Demolition	Earthworks	Construction	Trackout
Residential	Dust Soiling	Low	Large	Large	Large	Large	Medium	Low	Low	Low
	Human Health	Low					Medium	Low	Low	Low
Commercial	Dust Soiling	Low	Large	Large	Large	Large	Medium	Low	Low	Low
	Human Health	Low					Medium	Low	Low	Low

Table 27: Air Quality impacts from Construction Activities (Uncontrolled)

Table 27 demonstrates that the worst air quality impacts are anticipated during demolition, which is to be carried out under the Rehabilitation DA (DA 347.1/2021). Notwithstanding, the results provided in the table above have been determined based on an uncontrolled situation. A number of mitigation measures are proposed to reduce these impacts, including but not limited to:

- development and implementation of a Dust Management Plan
- a record of all dust and air quality complaints and any exceptional incidents
- regular site inspections to monitor compliance
- erect site fencing or screening to assist in dust minimization
- ensure all on road vehicles comply with the relevant vehicle emission standards
- revegetate earthworks and exposed areas.

Subject to the implementation of the mitigation measures listed above and suggested within the AQIA, air quality impacts can be appropriately managed during the construction phase of the OEE.

6.10.2 Operational Phase Impacts

Air quality impacts resulting from the operation of warehouses within the OEE are predicted to be primarily associated with emissions of products of combustion and idling vehicles.

Given the site's context within an established industrial area, the operation of the OEE is not anticipated to significantly contribute to emissions and is predicted to be significantly lower than annual emissions recorded at Old Wallgrove Road. The AQIA suggests the following mitigation measures for the operation of the OEE:

- Stationary trucks are to switch off engines if idling time on-site is likely to exceed 5 minutes
- Minimise truck queuing and unnecessary trips through effective logistical planning
- Haulage routes for the warehouses will be paved, limiting the potential for wheel generated dust from heavy trucks

6.11 Waste

A Waste Management Plan has been prepared by SLR Consulting for Stage 2 including Precinct 3 and the Precinct 1 Extension (Appendix 21).

The WMP details the quantities and classification of waste streams expected to be generated during construction and operation of the development. The WMP also includes measures to ensure the development is consistent with the aims and objectives of the *NSW Waste and Sustainable Material Strategy 2041* and the *National Waste Policy 2018.* The WMP includes a description of waste avoidance measures and how waste would be handled, processed, and disposed of, or re-used or recycled, in accordance with Council's requirements.

Construction of the development would result in the following waste streams:

- construction wastes
- plant maintenance wastes
- packaging wastes
- work compound waste from on-site employees

Construction of the Stage 2 works is expected to produce the following types and quantities of construction waste:

	Timber	Concrete	Bricks	Gyprock	Sand or Soil	Metal	Other	Asphalt	Granular Base
Total (m^3)	35.6	438.7	159.9	62.4	845.6	110.6	100.3	26.7	106.8

Table 28: Estimated types and quantities of construction waste (Source: Waste Management Plan)

The WMP outlines an array of measures that will be undertaken during construction to ensure better waste management on site.

Operation of the development would result in the following waste streams:

- domestic wastes generated by employees, including food wastes
- bulk packaging wastes, including polystyrene, plastic wrapping and cardboard boxes
- office waste
- garden organic waste from landscaped areas
- bulky waste items such as furniture and e-waste
- stores, plant and general maintenance wastes

The WMP estimates that Precinct 3 and the Precinct 1 Extension would result in the following quantities of operational general waste and recycling:

Building	(L/day)		(L/week)	
	General Waste	Recycling	General Waste	Recycling
Precinct 3	8,151	8,151,	57,060	57,060
Precinct 1 Extension	297	297	2,080	2,080

Table 29: Estimated quantities of operational general waste and recycling (Source: SLR)

The WMP outlines how operational waste will be minimised, recycled, stored and collected.

The WMP prepared for the proposal ensures that waste management will occur in a safe and orderly manner. Waste is to be recycled and disposed of in accordance with the *Waste Avoidance and Resource Recovery Act 2001*.

6.12 Sustainability

A Sustainability Management Plan has been prepared by SLR Consulting for the broader OEE and is included at Appendix 22. This plan identifies all potential energy savings that may be realised during the operational phase of the development, including a description of likely energy consumption levels and options for alternative energy sources such as solar power in accordance with DPE's or Council's requirements.

Although the energy consumptions of equipment and warehouse operations will be specific to a tenant's application, the future buildings are assumed to meet, where possible, the recommendations set out in the sustainability management plan.

The plans consider Section J of the Building Code of Australia (2016). The specific objectives of this plan are as follows:

- to encourage energy use minimisation through the implementation of energy efficiency measures
- to promote improved environmental outcomes through energy management
- to ensure the appropriate management of high energy consumption aspects of the proposal
- to identify energy savings procedures for overall cost reduction, greenhouse gas emission reduction and effective energy management
- to assist in ensuring that any environmental impacts during the operational life of the development comply with DPE's development consent conditions and other relevant regulatory authorities
- to ensure the long term sustainability of resource use through more efficient and cost effective energy use practices for the life of the development.

The sustainability management plan predicts that implementing all proposed energy efficiency measures will achieve GHG emission reductions of 120.7% in Building 3A when compared with the 2019 National Construction Code (NCC) Reference Building. The proposed measures include:

- 2,000 kW PV Solar system
- daylight controlled LED lighting for the warehouse instead of metal halide, resulting in a considerable energy reduction and reduced maintenance
- motion sensors to all LED lights within the warehouse, and offices
- translucent roof sheeting to warehouse areas
- roof and external wall insulation as per the 2019 NCC requirements
- high performance glazing to all air-conditioned areas or minimum NCC requirements
- passive solar design for external outdoor areas
- efficient air conditioning system
- power sub-metering to enable continued review of power consumption for the offices, and warehouse
- selection of endemic and low maintenance landscaping species
- 200 kL rainwater tanks for rainwater harvesting and re-use for landscape irrigation and toilet flushing
- 5% of total parking spaces are dedicated for electrical cars with charging stations proposed
- low flow fixtures and fittings including taps and shower heads
- low VOC paints, carpet and sealant for all offices
- low carbon construction materials including 15% replacement of cement with fly ash.

By installing 4-star rated toilets, urinals and taps and the proposed rainwater harvesting facility the proposed development will reduce its potable water demand by approximately 32% in Building 3A.

Verification of energy and water efficiency measures will be achieved through quarterly reviews once the warehouses are operational, to check the actual energy usage and energy savings and verify that all systems are performing at their optimum efficiency.

6.13 Hazards and Risk

A Preliminary Hazard Analysis (PHA) prepared by Riskcon Engineering is included at Appendix 24. The PHA assesses anticipated hazards relating to the development of Precinct 3 in accordance with Chapter 3 of the Resilience and Hazards SEPP and the guidelines published by the Department's *Hazardous Industry Planning Advisory Paper No 6 – Guidelines for Hazard Analysis*.

The PHA includes:

- preliminary risk screening in accordance with the Resilience and Hazards SEPP; and
- an assessment of the risks posed by the use of Building 3A which includes the storage of dangerous goods (DGs).

The risk screening process specified under *Applying SEPP 33* (DPE, 2011) requires consideration of the type and quantity of hazardous materials to be stored on a site, the distance of the hazardous materials storage area to the nearest site boundary and the expected number of transport movements of DGs.

The DGs to be stored on the site will fluctuate with customer requirements. The DGs which will be stored on the site are limited to:

- Flammable gas (aerosols)
- Flammable gas (LPG Bullet)
- Non-flammable, non-toxic
- Ammonia
- Flammable liquids
- Oxidising agents
- Corrosive substances
- Miscellaneous DGs
- Diesel refuelling and pumpset

An Aggregate Quantity Ratio (AQR) was calculated given the number of various DGs proposed to be utilised and stored on the site. Given the AQR was less than 1, the development is not classified as a Major Hazard Facility (MHF).

A frequency analysis and risk assessment were undertaken demonstrating that determined the full warehouse fire would have a fatality risk of 7.06 chance per million per year (pmpy) at the site boundary, identified as the worst point. Risk criteria indicates that industrial sites should have a fatality risk no greater than 50 pmpy at the site boundary. As such, the proposal is not considered to exceed the acceptable risk criteria.

The anhydrous ammonia is required for the refrigeration of the warehouse Building 3A. The refrigeration system will be a sealed system containing approximately 4.5 tonnes of ammonia, below the 5 tonne threshold quantity in the Resilience and Hazards SEPP.

The PHA also recommends measures to mitigate risks for the proposal, including:

- containing any spills or contaminated water from a fire incident within the boundaries of the site

- provision of multiple spill kits around DG storage areas
- ensuring the warehouse/site is capable of containing 702 m^3 of spills, which may be contained within the warehouse footprint, site stormwater pipework and any recessed docks or other containment areas that may be present as part of the design
- incorporation of a stormwater isolation point into the design.

Subject to the implementation of the above, the proposal is able to mitigate any potential safety hazards.

6.14 Heritage

6.14.1 Aboriginal Cultural Heritage

Aboriginal cultural heritage of the broader OEE site, with the exception of Precinct 5, is addressed under DA 347.1/2021 currently being assessed by Fairfield City Council. Aboriginal heritage has been considered as part of DA 347.1/2021 rather than this application as DA 347.1/2021 seeks the remediation of the site including the earthworks which are most likely to uncover items of Aboriginal heritage significance.

The Aboriginal Heritage Due Diligence Assessment which accompanied DA 347.1/2021 found:

- an Aboriginal artefact scatter and potential archaeological deposit (OE AS1) adjacent to Reedy Creek along the site's eastern boundary
- the study area (Precincts 2-4) is assessed as being heavily disturbed by quarrying
- the study area (Precincts 2-4) is assessed as being of no archaeological potential

Extent Heritage has commenced the preparation of an Aboriginal Cultural Heritage Assessment Report (ACHAR) which assesses the areas to be potentially impacted by works outside the area assessed under DA 347.1/2021, primarily in Precinct 5. A Draft ACHAR is provided in Appendix 25 as the statutory Aboriginal consultation has not yet been completed.

The Draft ACHAR found that apart from site OE AS1, no site-specific cultural values or impacts have been identified, with the study area subject to previous Aboriginal heritage assessment in 2018 and 2021.

The Draft ACHAR expects that the same results will be obtained during the current round of consultation and management recommendations will be focussed on the archaeological site that will be conserved. A final version will be provided once consultation is completed.

The proposal includes a riparian corridor where no works are proposed along Reedy Creek including the location of OE AS1. This ensures OE AS1 will not be disturbed or impacted by development of the estate and the preliminary ACHAR has recommended that further archaeological assessment is not required.

The Draft ACHAR includes recommendations for ongoing management of potential unexpected finds including:

- if any objects, or potential objects, are uncovered in the course of the activity, all work in the vicinity should cease immediately. A qualified archaeologist should be contacted to assess the find and Heritage NSW and Deerubbin LALC must be notified.

- if human remains, or suspected human remains, are found in the course of the activity, all work in the vicinity should cease, the site should be secured, and the NSW Police and Heritage NSW should be notified.

6.14.2 European Heritage

The site is not identified as containing any heritage items under the Industry and Employment SEPP or the *Heritage Act 1977* and there are also no heritage items located within the vicinity of the site.

Given the site is highly disturbed from previously being used as a quarry, it is highly unlikely the site has potential to contain any archaeological European heritage items.

Accordingly, the proposal is not anticipated to result in any adverse heritage impacts.

6.15 Social Impacts

A Social Impact Assessment (SIA) was prepared for the development by Urbis in accordance with the *Social Impact Assessment Guidelines* (DPE 2021). The SIA is based on consultation with Council and the findings of the engagement report in Appendix 29, along with a review of census surveys to establish the profile of the potentially impacted community.

The SIA considers the following individuals and communities are likely to be impacted by the proposal:

- Horsley Park residents, particularly those on Burley Road to the south and east of the site
- workers in the surrounding industrial estates
- construction, freight, logistics, warehouse and administration workers in the Fairfield LGA and Western Sydney.

A summary of the key social impacts of the proposal is provided in Table 30.

Social Impact	Rating	Summary
Increased availability of local jobs	High (positive)	• providing new local employment opportunities in established and emerging industries within the LGA. • These jobs will also provide opportunities for lower skilled workers, young people and people who are unemployed. • The magnitude of this impact is slightly reduced by the difficultly in accessing the site without a car
Increasing the urban heat island	Medium (negative)	• While the integration of landscaping treatments and shading structures will likely lower temperatures in some areas of the site, the development of large hardstand areas and roads is expected to result in an overall increase in urban heat across the site. • The proposal is also expected to contribute to a cumulative urban heat increase across the broader industrial precinct due to the existing concentration of nearby warehouses. • Overall, it is likely that the proposal will have a medium negative impact on workers' health and wellbeing

Social Impact	Rating	Summary
Noise impacts on surrounding residents and workers		• Based on the findings of the Noise and Vibration Impact Assessment (NVIA), there may be temporary noise impacts on some residents during the construction of the OEE. • However, with the implementation of the mitigation measures and SIA recommendations, this negative impact is expected to be lessened. • The NVIA does not anticipate any significant noise impacts during the operation phase, and therefore the long term noise impacts associated with the proposal are expected to be neutral

Table 30: Social Impact Summary (Source: Urbis)

The SIA makes the following recommendations to manage the potential social impacts of the development:

- develop an employment strategy to target local recruitment, which could include initiatives to partner with local businesses, visits to local schools, and incorporation of inclusion/diversity targets
- consider opportunities to provide additional landscaping across the site, particularly along the northern boundary of Precinct 3.
- prepare a Community Consultation Strategy to identify and track engagement with the community and resolve complaints and enquiries during the construction and operation phases.

The SIA concluded that the proposed development would have an overall “low positive” impact on the local community.

7 Project Justification

The section provides a justification for the proposed development with consideration of market demands and the economic benefits that may be gained if the proposal was to proceed. This section also provides an analysis of the proposal with regard to ecological sustainable development (ESD) principles, the strategic context and consideration of community benefits and impacts.

7.1 Overview

The proposed development seeks concept approval to establish a masterplan for the future development of the Oakdale East Estate (OEE) and a Stage 2 development consent which includes construction, fit out and operation of Building 3A within Precinct 3 and the extension of a warehouse building in the approved Precinct 1 of the Estate.

Ancillary to these components of the development, it is also sought to construct necessary road infrastructure and retaining walls along with the provision of landscaping, servicing and vegetation management along the Reedy Creek riparian corridor.

The net social, economic and environmental impacts and benefits are further discussed in the following sections.

7.2 Strategic Context

As demonstrated in Appendix 7, the development as proposed meets the objectives and goals of the relevant strategic policy for the locality and broader region. In particular, the proposal specifically meets the objectives of the following strategies:

- **State Infrastructure Strategy** – The proposal will contribute to the integration of land use and infrastructure planning as the site is strategically located near the future Western Sydney Aerotropolis.
- **Greater Sydney Region Plan** – The proposal aptly satisfies the four key themes of the plan including Infrastructure and Collaboration, Liveability, Productivity and Sustainability.
- **Western City District Plan** – The proposed development for a warehousing and distribution centre facility directly meets the objectives under this plan to maximise freight and logistics opportunities and plan and manage industrial and urban services land. Additionally, the protection and provision of employment floorspace within the WSEA is fundamental to the implementation of the Western City District Plan.
- **Future Transport Strategy 2056** – The protection of the infrastructure corridor which runs through the site has been fundamental to the design of the proposed Estate. The proposal's design ensures there are no infringements on the corridor enabling its future development for the Western Sydney Freight Line.
- **Fairfield Local Strategic Planning Statement** – The proposal effectively promotes a robust economy generating diverse services and job opportunities within the Fairfield LGA.

It is considered that the proposed development of the OEE sufficiently addresses the relevant strategic planning for the Fairfield LGA and broader Western Sydney.

7.3 Economic Justification

The proposed development involves significant capital investment of up to $660 million in direct construction costs plus an additional $145 million in associated costs, to establish a large industrial warehouse and logistics estate within the WSEA.

This investment will facilitate the future development and further investment into the development of the estate to provide up to 303,330 m^2 of warehouse and office floor space within a developable area of 63 ha.

The development of Stage 2 of the OEE would support up to 500 jobs during construction and over 550 jobs during operation, with significant employment benefits to be generated by the development of future stages of the estate.

7.4 Social Justification

Based on the findings of the social impact assessment for the OEE, the proposed development would have a positive social impact as a result of the creation of significant employment opportunities in Western Sydney.

The proposed development is consistent with the objectives of the Western Sydney Employment Area as an economic hub for Western Sydney and to support the development of the Western Sydney Parkland City around the new Western Sydney Airport.

7.5 Site Suitability

The site is suitable for the proposed development given:

- the site's zoning, which permits warehouse and distribution uses
- the proposal is consistent with the strategic direction for the locality and broader region
- the proposal is compatible with surrounding development and land uses
- adequate separation is provided from sensitive land uses including rural residential dwellings
- all potential environmental impacts of the proposal can be suitably mitigated within the site.

7.6 Ecologically Sustainable Development

Under the National Strategy for Ecologically Sustainable Development (1992), ESD is defined as "*using, conserving and enhancing the community's resources so that ecological processes, on which life depends, are maintained, and the total quality of life, now and in the future, can be increased*."

The EP&A Act utilises the definition of ESD from Part 3, Clause 6(2) of the *Protection of the Environment Administration Act 1991*, wherein ESD can be achieved through the implementation of a set of principles and programs.

The proposal has been assessed under these principles in the below sections and additionally under the accompanying Sustainability Management Plan at Appendix 22.

7.6.1 The Precautionary Principle

The precautionary principle states that if there are threats of serious or irreversible environmental damage, the lack of full scientific certainty should not be used as a reason for postponing measures to prevent said damage.

Detailed investigations relating to the geological, environmental, engineering and economic aspects of the proposal have been undertaken with the aim to produce an optimal project design and layout. The development of the OEE as it is outlined in this EIS and supporting technical assessments, provides the current optimised masterplan, which takes into consideration all physical, environmental, social, cultural heritage and economic aspects which are required to be addressed.

7.6.2 Inter-generational Equity

Inter-generational equity refers to the principle that the current generation should ensure that the health, diversity, and productivity of the environment is maintained or enhanced for the benefit of future generations.

The proposed development of the OEE ensures inter-generational equity as demonstrated in the Sustainability Management Plan (SMP) and by the ongoing employment opportunities resulting from the development.

As detailed in the SMP, the proposed development of Building 3A is predicted to achieve a 120.7% GHG emission reduction when compared with the 2019 NCC Reference Building, demonstrating the proposal's commitment to inter-generational equity.

7.6.3 Conservation of Biological Diversity and Maintenance of Ecological Values

The third principle of ESD states that the conservation of biological diversity and ecological integrity should be a fundamental consideration in development applications. The potential environmental impacts of the Project have been detailed throughout this EIS, with mitigation measures and proposed offsets described.

The Project has been the subject of a thorough ecological assessment as detailed in Section 6.7 and as informed by the BDAR contained in Appendix 16.

Appendix 1

Secretary's Environmental Assessment Requirements Table

Environmental Assessment Requirement		
General Requirements		
• The Environmental Impact Statement (EIS) for the development must meet the form and content requirements in Division 5 of the *Environmental Planning and Assessment Regulation 2021* (the Regulation) and must have regard to the State Significant Development Guidelines.	All	Appendix 4
• a detailed description of the development, including: ○ an accurate history of the site, including all development consents and approved plans previously and/or currently applicable to the site ○ the need and justification for the proposed development ○ alternatives considered including description of feasible options within the development which may include a layout options analysis ○ likely staging of the development ○ likely interactions between the development and existing approved and proposed operations in the vicinity of the site ○ contributions required to offset the development and ○ plans of any proposed building works ○ infrastructure upgrades or items required to facilitate the development, including measures to ensure these upgrades are appropriately maintained.	Section 1.2	~
• consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments • consideration of issues discussed in the public authority responses to request for key issues (see Attachment 2)	Section 4	Appendix 4
• a risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment	Section 6	~
• a detailed assessment of the key issues specified below, and any other significant issues identified in this risk assessment, which includes: ○ a description of the existing environment, using sufficient baseline data ○ an assessment of the potential impacts of all stages of the development, including any cumulative impacts, taking into consideration relevant guidelines, policies, plans and statutes, and ○ a description of the measures that would be implemented to avoid, minimise, mitigate and if necessary, offset the potential impacts of the development, including proposals for adaptive	Section 6	Appendix 6

Environmental Assessment Requirement		
management and/or contingency plans to manage significant risks to the environment		
• a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS.	~	Appendix 6
• The EIS must also be accompanied by: o high quality files of maps and figures of the subject site and proposal o a report from a qualified quantity surveyor providing: ▪ a detailed calculation of the capital investment value (CIV) of the proposal (as defined in the Dictionary of the Regulation), including details of all assumptions and components from which the CIV calculation is derived. The report shall be prepared on company letterhead and indicate the applicable GST component of the CIV ▪ an estimate of the jobs that will be created by the development during the construction and operational phases of the proposed development ▪ certification that the information provided is accurate at the date of preparation		
Key Issues		
Statutory and Strategic Context – including: • demonstration that the proposal is consistent with all relevant planning strategies, environmental planning instruments, adopted precinct plans, draft district plan(s) • and adopted management plans and justification for any inconsistencies. This includes, but is not limited to: o State Environmental Planning Policy (Planning Systems) 2021 – Chapter 2 o State Environmental Planning Policy (Biodiversity and Conservation) 2021 – Chapter 6 o State Environmental Planning Policy (Resilience and Hazards) 2021 – Chapter 3 and 4 o State Environmental Planning Policy (Transport and Infrastructure) 2021 – Chapter 2 and 4 o State Environmental Planning Policy (Industry and Employment) 2021 – Chapter 2 and 3 o State Environmental Planning Policy (Precincts – Central River City) 2021 o Greater Sydney Region Plan: A Metropolis of Three Cities o Our Greater Sydney 2056: Western City District Plan o Future Transport Strategy 2056 o Western Sydney Aerotropolis Plan. • details of any proposed consolidation or subdivision of land including proposed lots, sizes, dimensions and easements. • demonstrating the development is consistent with the objectives and controls outlined in the Oakdale East Site Specific Development Control Plan.	Section 2 and 4	Appendix 4 and 7
Suitability of the Site – including: • an analysis of site constraints including any easements or preserved corridors • a detailed justification that the site can accommodate the proposed development having regard to its potential environmental impacts, permissibility, strategic context and existing site constraints	Section 7.5	~

Environmental Assessment Requirement		
• an options analysis of the proposed bulk earthworks aiming to deliver balanced cut and fill and minimise the height and visual impact of the development including retaining walls and buildings, with consideration of proposed works and levels on adjoining properties		
Community and Stakeholder Engagement – a community and stakeholder participation strategy identifying key community members and other stakeholders, including: • details and justification for the proposed consultation approach(s) • clear evidence of how each identified stakeholder has been consulted • details of the issues raised by the community and surrounding landowners and occupiers and how the issues have been addressed and whether they have resulted in changes to the development • details of the proposed approach to future community and stakeholder engagement • based on the results of consultation.	Section 5	Appendix 5
Traffic and Transport – a quantitative traffic impact assessment prepared in accordance with relevant Roads and Maritime Services and Austroads guidelines, that includes: • details of all daily and peak traffic volumes likely to be generated during all key stages of construction and operation (using traffic generation rates agreed with Transport for NSW), including a description of key accesses, haul routes, vehicle types, potential queuing impacts, swept paths and sight distance requirements • detailed justification of proposed access arrangements for Precinct 5 with consideration of future transport corridors, easements and site levels and outcomes of consultation with key stakeholders on the proposed arrangement • an assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts • at key intersections using SIDRA or similar traffic model. This is to include the identification and consideration of approved and proposed developments/planning proposals/road upgrades in the vicinity of the site in the 2026, 2031 and 2036 scenarios • details of road upgrades, infrastructure works or new roads or access points required for the development, supported by modelling • integration with and impacts on the future Southern Link Road and consideration of Clause 33B of the WSEA SEPP • plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be	Section 6	Appendix 15

Environmental Assessment Requirement		
accommodated on the site to avoid queuing on public roads, including a loading management plan • details and plans of the proposed internal road network, loading docks, servicing areas, on-site parking including provisions for electric vehicle charging, pedestrian and cyclist facilities, in accordance with the relevant Australian Standards • details of the largest vehicle anticipated to access and move within the site, including swept path analysis and diagrams depicting vehicles entering, exiting and manoeuvring throughout the site • assessment of existing and future transport networks, including buses, and their ability to accommodate the forecast number of trips generated by the development • details of sustainable travel initiatives for the development.		
Hazards and Risk – including: • a preliminary risk screening completed in accordance with State Environmental Planning Policy (Resilience and Hazards) 2021, that includes: o a clear indication of class, storage and handling quantities and location of all dangerous goods and hazardous materials associated with the development • a Preliminary Hazard Analysis (PHA) prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DoP, 2011) and Multi-Level Risk Assessment (DoP, 2011), should the preliminary risk screening indicate that the project is "potentially hazardous".	Section 6.13	Appendix 24
Urban Design and Visual, including: • demonstration of how the development will achieve design excellence in accordance with any relevant EPI provisions and the objectives for good design in Better Placed (Government Architect NSW, 2017) • a visual impact assessment (including photomontages and perspectives) of the development layout and design (buildings and storage areas), including: o details of staging, site coverage, setbacks, open space, landscaping, pad heights and building heights, colour, scale, building materials and finishes, façade design, signage and lighting, particularly in terms of potential impacts on: ▪ i. nearby public and private receivers ▪ ii. Significant vantage points in the broader public domain o details of measures to minimise visual impacts on nearby residential receivers including consideration of Clause 23 of the WSEA SEPP	Section 6.1 and 6.2	Appendix 8, 9, 10 and 11

Environmental Assessment Requirement		
○ consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks • detailed plans showing suitable landscaping including minimum setbacks, incorporating endemic species and maximising opportunities for green infrastructure, consistent with Greener Places (Government Architect NSW, 2020)		
Noise and Vibration – a quantitative noise and vibration impact assessment undertaken by a suitably qualified acoustic consultant in accordance with the relevant Environment Protection Authority guidelines and Australian Standards which includes: • the identification of impacts associated with construction, operation and traffic generation at noise affected sensitive receivers, including the provision of operational noise contours and a detailed sleep disturbance assessment • details of noise monitoring survey, background noise levels, noise source inventory and 'worst case' noise emission scenarios • consideration of annoying characteristics of noise and prevailing meteorological conditions in the study area • a cumulative impact assessment inclusive of impacts from other developments • details and analysis of the effectiveness of proposed management and mitigation measures to adequately manage identified impacts, including a clear identification of residual noise and vibration following application of these mitigation measures and details of any proposed compliance monitoring programs	Section 6.6	Appendix 19
Soils and Water – a surface and groundwater assessment that includes: • a topographic assessment and justification the proposed earthworks are site responsive and contextually appropriate • an assessment of potential surface and groundwater impacts associated with the development, including potential impacts on watercourses, riparian areas, groundwater, groundwater-dependent communities, wetlands and acid sulfate soils • assessment of impacts on drainage paths into the Warragamba pipelines corridor, particularly at Reedy Creek and consideration of Water NSWs Guideline for Development Adjacent to the Upper Canal and Warragamba Pipelines, September 2021 • a detailed site water balance including a description of the water demands and breakdown of water supplies, and any water licensing requirements • details of the stormwater/wastewater management system including how it will be designed, operated	Section 6	Appendix 6 Appendix 13 Appendix 14

Environmental Assessment Requirement		
and maintained, including the capacity of onsite detention system(s) and measures to treat, reuse or dispose of water • description of the measures to minimise water use • description of the proposed erosion and sediment controls during construction • characterisation of water quality at the point of discharge to surface and/or groundwater against the relevant water quality criteria (including proposed mitigation measures to manage any impacts to receiving waters and monitoring activities and methodologies) • detail measures to retain, rehabilitate and restore riparian lands along Reedy Creek.		
Infrastructure Requirements – an infrastructure management plan that includes: • a detailed written and/or graphical description of infrastructure required on the site, including any electrical substation/s and on-site switch yard/s • details of the existing capacity of the site to service the proposed development and any extension or augmentation, property tenure or staging requirements for the provision of utilities, including arrangements for electrical network requirements, drinking water, wastewater and recycled water • a description of how any upgrades will be co-ordinated, funded and delivered on time and be maintained to facilitate the development • details of how the requirements of Sydney Water will be met for water supply, recycled water, trade wastewater and protection of existing stormwater assets • identification of any existing infrastructure or easements on or off the site which may be impacted by construction or operation of the development and details of measures to be implemented to address any impacts • details of sustainability initiatives to minimise drinking water demand, demonstrate water sensitive urban design and water conservation measures • consideration of downstream impacts on the Water NSW pipelines corridor including pre-developed and post-developed surface water flows. • an assessment of any other risks to the integrity and security of the pipelines, including but not limited to, vibration, soil, water, infrastructure interaction and transport routes across or near the corridor. • details of measures to avoid any adverse impacts on the pipelines corridor • consideration of proposed infrastructure works adjacent to the site and the pipelines corridor (such as the proposed gas pipeline extension).	Section 3.2 and 6	Appendix 12 and 13

Environmental Assessment Requirement		
Air Quality and Odour – a quantitative assessment of the potential air quality, dust and odour impacts of the development (construction and operation) on surrounding landowners, businesses and sensitive receptors, in accordance with relevant Environment Protection Authority guidelines, including details of proposed mitigation, management and monitoring measures.	Section 6.10	Appendix 20
Contamination – including: • an assessment of site suitability under the provisions of SEPP 55 • provision of a Site Audit Statement for any completed remediation works and verification the site has been made suitable for its intended use • confirmation that the development is consistent with the approved remediation works under Fairfield Council DA 347.1/2021.	Section 1.2 and 6.3.3	~
Biodiversity – including: • an assessment of the proposal's biodiversity impacts in accordance with the Biodiversity Conservation Act 2016 and the Biodiversity Assessment Method (BAM), including the preparation of a Biodiversity Development Assessment Report (BDAR) where required under the Act, except where a waiver for preparation of a BDAR has been granted • an assessment of long term impacts of detention basins and spill into Reedy Creek • impacts from ancillary infrastructure and noise and lighting impacts on fauna during operation • a vegetation management plan for the Reedy Creek riparian corridor through the • site. • a biosecurity management plan.	Section 6.7	Appendix 16
Bush Fire – a bush fire assessment report prepared by an accredited consultant that demonstrates the development meets the aims and objectives of Planning for Bushfire Protection 2019.	Section 6.8	Appendix 17
Greenhouse Gas and Energy Efficiency – including an assessment of the energy use of the proposal and all reasonable and feasible measures that would be implemented on site to minimise the proposal's greenhouse gas emissions (reflecting the Government's goal of net zero emissions by 2050).	Section 6.12	Appendix 22
Aboriginal Cultural Heritage – an assessment of cultural values in consultation with the Aboriginal community in accordance with the Code of Practice for Archaeological Investigation in NSW (DECCW 2010), and guided by the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in New South Wales (OEH 2011). The assessment must: • identify, describe and assess impacts on the Aboriginal cultural heritage values that exist across the development	Section 6.14.1	Appendix 25

Environmental Assessment Requirement		
• provide evidence and details of consultation with Aboriginal people in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW 2010) • include justification for reliance on any previous Aboriginal Cultural Heritage Assessment Report carried out for the site.		
Non-Aboriginal Cultural Heritage – a non-Aboriginal cultural heritage assessment (including both cultural and archaeological significance) which must detail potential impacts on heritage assets and any proposed management and mitigation measures.	Section 6.14.2	~
Socio-Economic – including: • a social impact assessment in accordance with the Department's Social Impact Assessment Guideline • an analysis of any potential economic impacts of the development, including a discussion of any potential economic benefits to the local and broader community.	Section 6.15 and 7.3	Appendix 29
Ecologically Sustainable Development – including: • a description of how the proposal will incorporate the principles of ecologically sustainable development in the design, construction and ongoing operation of the development • consideration of the use of green walls, green roofs and/or cool roofs in the design of the development • a description of the measures to be implemented to minimise consumption of resources, especially energy and water and the minimisation of waste	Section 6.12 and 7.6	Appendix 22
Waste Management – including: • details of the quantities and classification of all waste streams to be generated during demolition, construction and operation and proposed storage, handling and disposal requirements • a waste management plan reflecting the targets in the NSW Waste and Sustainable Material Strategy 2041 and the National Waste Policy 2018.	Section 6.11	Appendix 21
Airport Safeguarding – including an assessment of relevant matters in the Western Sydney Aerotropolis Plan and State Environmental Planning Policy (Western Sydney Aerotropolis) 2020	-	Appendix 4
Flooding and Coastal Hazards – including a flood assessment and modelling to determine the design flood levels and an assessment of any proposed filling and development on flood behaviour for a range of flood events. The assessment must consider any relevant Council flood studies and floodplain risk management plans and the NSW Floodplain Development Manual 2005.	Section 6.3	Appendix 13 Appendix 14
Planning Agreement/Development Contributions – including consideration of any applicable Section 7.11 / 7.12 Contribution Plan and/or details of any Voluntary Planning Agreement (VPA)		

Environmental Assessment Requirement		
and demonstration that satisfactory arrangements have been or would be made to provide, or contribute to the provision of, necessary local and regional infrastructure as required by the WSEA SEPP or any other policy or plan. During preparation of the EIS, consultation must be undertaken with the relevant parties regarding any VPA required.		
Plans and Documents		
The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under the Environmental Planning and Assessment Regulation 2021. Provide these as part of the EIS rather than as separate documents.		
Consultation		

During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.
 	
In particular you must consult with:
• Fairfield City Council
• Department of Planning and Environment, including the:
  ○ Environment, Energy and Science Group
  ○ Water Group (including the Natural Resources Access Regulator)
  ○ Infrastructure Contributions and Agreements team
• Transport for NSW and NSW Roads and Maritime Services including the:
  ○ Corridor Preservation Team
  ○ Greater Sydney Division
  ○ Archbold Road upgrade and extension project team
  ○ Proposed Southern Link Road project team
• Rural Fire Service
• TransGrid
• Endeavour Energy
• Sydney Water
• WaterNSW
• Heritage NSW, Department of Premier and Cabinet
• Local Aboriginal Land Council
• surrounding landowners, businesses and stakeholders
• any other public transport, utilities or community service providers.
 	
The EIS must detail the engagement undertaken and demonstrate how it was consistent with the Undertaking Engagement Guide: Guidance for State Significant Projects. The EIS must detail how issues raised and feedback provided have been considered and responded to in the project. Where amendments have not been made to address an issue, a short explanation should be provided.
	Section 5	Appendix 5

Appendix 2

Cost Summary Report

Appendix 3

Concept Masterplan

Appendix 4

Statutory Compliance Tables

Statutory Compliance Tables

Statutory Reference			
Environmental Planning and Assessment Act 1979			
Section 1.3	The objects of the EP&A Act.	The proposal is consistent with the objects of the EP&A Act as it: • promotes the social and economic welfare of the community • includes consideration of relevant economic, environmental and social outcomes • promotes the orderly and economic use of land • promotes good design and amenity	Section 7
Section 4.12(8)	*A development application for State significant development or designated development is to be accompanied by an environmental impact statement prepared by or on behalf of the applicant in the form prescribed by the regulations.*	This EIS has been prepared to accompany an SSD application and is in the form prescribed by the regulations.	All
Section 4.15	Relevant environmental planning instruments: • *State Environmental Planning Policy (Planning Systems) 2021* • *State Environmental Planning Policy (Industry and Employment 2021* • *State Environmental Planning Policy (Transport and Infrastructure) 2021* • *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* • *State Environmental Planning Policy (Resilience and Hazards) 2021* • *State Environmental Planning Policy (Biodiversity and Conservation) 2021*	The relevant EPIs are addressed within this table and within Section 4 of the EIS.	Section 4 and Appendix 4
	Relevant planning agreements or draft planning agreements (section 4.15)	A voluntary planning agreement for the provision of regional transport infrastructure and services (as required under the Industry and Employment SEPP) will be entered into between the Applicant and the Minister for the site.	Section 2.1.2 and 4.8

Statutory Reference			
		Goodman has commenced discussions with the relevant team within DPE to facilitate the VPA.	
	Relevant Development control plans (section 4.15): • Draft Oakdale East Estate Development Control Plan - March 2022	Development control plans do not apply to SSD. Nonetheless, the relevant development control plan has been considered as part of this table.	Section 3.1.2 and Appendix 4
	Likely impacts of the development, suitability of the site, the public interest (section 4.15)	The likely impacts of the development, suitability of the site and the public interest are considered within the assessment of impacts and project justification sections of the EIS.	Section 6 and 7
Environmental Planning and Assessment Regulations 2021			
Section 190	Form of environmental impact statement.	The EIS has been prepared in accordance with this section including consideration of the *State Significant Development Guidelines*.	All
Section 192	Content of an environmental impact statement.	The EIS includes all content required under this section.	All
Biodiversity Conservation Act 2016			
Section 7.9	*(1) This section applies to—* *(a) an application for development consent under Part 4 of the Environmental Planning and Assessment Act 1979 for State significant development, and* *(b) an application for approval under Division 5.2 of the Environmental Planning and Assessment Act 1979 to carry out State significant infrastructure.* *(2) Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.*	A BDAR accompanies the EIS and biodiversity impacts are assessed within the EIS.	Section 6.7 and Appendix 16

Statutory Reference			
	(3) The environmental impact statement that accompanies any such application is to include the biodiversity assessment required by the environmental assessment requirements of the Planning Agency Head under the Environmental Planning and Assessment Act 1979.		
Contaminated Land Management Act 1997			
CLM Act	The *Contaminated Land Management Act 1997* (CLM Act) establishes a process for investigating and (where appropriate) remediating land where contamination poses a significant risk of harm to human health or the environment.	Given the site's previous uses as a quarry, a detailed site investigation and Remediation Action Plan (RAP) was undertaken under the DA currently under assessment by Council (DA 347.1/2021). The DA seeks approval for Estate wide remediation which will be completed prior to commencing works under the OEE. A supplementary Preliminary Site Investigation was prepared for the residual area of land not covered by the above RAP, which recommends further investigation prior to development to confirm any areas that require remediation to ensure the site is suitable for the intended use.	Section 1.2 and 6.3.3 Appendix 26
Water Management Act 2000			
Dictionary	*controlled activity means—* *(a) the erection of a building or the carrying out of a work (within the meaning of the Environmental Planning and Assessment Act 1979), or* *(b) the removal of material (whether or not extractive material) or vegetation from land, whether by way of excavation or otherwise, or* *(c) the deposition of material (whether or not extractive material) on land, whether by way of landfill operations or otherwise, or* *(d) the carrying out of any other activity that affects the quantity or flow of water in a water source.*	The site includes areas of waterfront land adjacent to Reedy Creek. There are no works proposed within the 20m buffer to Reedy Creek. As the proposal is SSD, activity approval under section 91 of the Water Management Act 2000. Biodiversity impacts on the riparian corridor are considered at Appendix P and within the EIS.	Section 6.7 and Appendix 16

Statutory Reference			
	waterfront land means— *(a) the bed of any river, together with any land lying between the bed of the river and a line drawn parallel to, and the prescribed distance inland of, the highest bank of the river, or* *(a1) the bed of any lake, together with any land lying between the bed of the lake and a line drawn parallel to, and the prescribed distance inland of, the shore of the lake, or* *(a2) the bed of any estuary, together with any land lying between the bed of the estuary and a line drawn parallel to, and the prescribed distance inland of, the mean high water mark of the estuary, or* *(b) if the regulations so provide, the bed of the coastal waters of the State, and any land lying between the shoreline of the coastal waters and a line drawn parallel to, and the prescribed distance inland of, the mean high water mark of the coastal waters,* *where the prescribed distance is 40 metres or (if the regulations prescribe a lesser distance, either generally or in relation to a particular location or class of locations) that lesser distance. Land that falls into 2 or more of the categories referred to in paragraphs (a), (a1) and (a2) may be waterfront land by virtue of any of the paragraphs relevant to that land.*		
Section 91	*(1) There are two kinds of activity approvals, namely, controlled activity approvals and aquifer interference approvals.* *(2) A controlled activity approval confers a right on its holder to carry out a specified controlled activity at a specified location in, on or under waterfront land.* *(3) An aquifer interference approval confers a right on its holder to carry out one or more specified aquifer*		

Statutory Reference			
	interference activities at a specified location, or in a specified area, in the course of carrying out specified activities.		
State Environmental Planning Policy (Industry and Employment) 2021			
Chapter 2 – Western Sydney Employment Area			
Section 2.1	*(1) This Chapter aims to protect and enhance the land to which this Chapter applies (the Western Sydney Employment Area) for employment purposes. …*	The proposed development satisfies the aims of Chapter 2 of the SEPP as the concept masterplan facilitates the development of the OEE and the first stage development will provide over 500 jobs during operation.	Section 7
Section 2.9	Zoning of land.	The area of the site proposed to be developed is zoned IN1 General Industrial. The proposed development is permissible with consent (warehouse or distribution centres) in the IN1 zone and consistent with the zone objectives.	Section 4.1
Section 2.17	*(1) Except in such cases as the Secretary may determine by notice in writing to the consent authority or as provided by section 2.18, the consent authority must not grant consent to development on any land to which this Chapter applies unless a development control plan has been prepared for that land.*	The proposal seeks approval of a Concept Plan which will establish development controls for the estate. A site-specific DCP has been prepared for the site (excluding Precinct 5) and is included at Appendix 27.	Section 3.1.2 Appendix 27
Section 2.19	Development must include measures to minimise the consumption of potable water and greenhouse gas emissions.	The proposal has been designed to consider ecologically sustainable development principles and the EIS is accompanied by a Sustainability Management Plan (Appendix 22) which includes several energy efficiency measures to reduce greenhouse gas emissions. The Sustainability Management Plan also includes several measures such as 4 star rated toilets, urinals and taps and a 200 kL rainwater harvesting facility will reduce potable water demand by approximately 32%.	Section 6.12 and Appendix 22
Section 2.20	Building heights for proposed development to adequately respond to site topography and preserve the amenity of adjacent zones.	The proposal includes the construction of Building 3A which has a ridge height of 42.06 m and the construction	Sections 6.1 and 6.2

Statutory Reference			
		of an extension to existing Warehouse 2 which has a ridge height of 13.7m. Height controls for the remaining precincts are included within the Draft Oakdale East Estate DCP. The Draft DCP allows for a maximum building heights of: • 15m for warehouse or general industrial buildings • 18m for refrigerated warehouse developments where associated plant is located on the roof • 25m for specialised development types involving silos or production areas The concentration of height in Precinct 3 at the northwest of the site responds to the site's context and surrounding land uses. Precinct 3 is located at the farthest point from sensitive receivers (located to the east and south of the site) which ensures any adverse visual impacts resulting from the 42.06m ridge height are minimal.	Appendix 3, Appendix 8 Appendix 9
Section 2.21	Adequate arrangements must be made to connect the roof areas of buildings to any rainwater harvesting scheme.	The Sustainability Management Plan (Appendix 22) 3A includes 200kL rainwater tanks for rainwater harvesting and re-use for landscape irrigation and toilet flushing.	Section 6.12 and Appendix 22
Section 2.22	*(1) This section applies to any land to which this Chapter applies that is within 250 metres of land zoned primarily for residential purposes.* *(2) The consent authority must not grant consent to development on land to which this section applies unless it is satisfied that—* *(a) wherever appropriate, proposed buildings are compatible with the height, scale, siting and character of existing residential buildings in the vicinity, and* *(b) goods, plant, equipment and other material resulting from the development are to be stored*	The closest land zoned primarily for residential purposes is approximately 1.8 km from the site.	N/A

Statutory Reference			
	within a building or will be suitably screened from view from residential buildings and associated land, and *(c) the elevation of any building facing, or significantly exposed to view from, land on which a dwelling house is situated has been designed to present an attractive appearance, and* *(d) noise generation from fixed sources or motor vehicles associated with the development will be effectively insulated or otherwise minimised, and* *(e) the development will not otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting or the like, and* *(f) the development will provide adequate off-street parking, relative to the demand for parking likely to be generated, and* *(g) the site of the proposed development will be suitably landscaped, particularly between any building and the street alignment.*		
Section 2.23	The consent authority must consider the potential land use impacts of proposed subdivision.	The proposed subdivision is to facilitate the development of employment generating landuses in the WSEA, associated with the proposed precinct layout of the estate.	Section 3.2.4
Section 2.24	Requirement to demonstrate that adequate public utility infrastructure for the development is available or suitable arrangements are in places.	Required public utility infrastructure is addressed in the accompanying Civil Engineering Plans and Civil Engineering Report (Appendix 12 and Appendix 13).	Section 3.2.5 Appendix 12 and 13
Section 2.25	Consider any comments of the Director-General as to the compatibility of the development with proposed transport infrastructure routes.	The proposal is designed to ensure it does not impede on any planned infrastructure routes, including the MIC in the SP2 zone along the northern boundary under the Transport and Infrastructure SEPP.	Section 4.7
Section 2.28	Development must obtain formal certification that satisfactory arrangements have been made to contribute to the provision of regional transport	A voluntary planning agreement for the provision of regional transport infrastructure and services will be	Section 2.1.2

Statutory Reference			
	infrastructure and services prior to consent being granted.	entered into between the Applicant and the Minister for the site. Goodman has commenced discussions with the relevant team within DPE to facilitate the VPA.	
Section 2.30	*In determining a development application that relates to land to which this Chapter applies, the consent authority must take into consideration whether or not—* *(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 precinct concerned.*	The development utilises a variety of materials and external finishes to ensure high quality design is exhibited. The design approach ensures the facades of the buildings are appropriately articulated to ensures there are no elevations where the built form presents blank monotonous facades. The Landscaping Architectural Package (Appendix 10) ensures high quality landscaping is provided. Building 3A is proposed to have a ridge height of 42.06m to utilise the precinct's strategic location far from sensitive receivers and adjacent to infrastructure corridors. The location of the high bay warehouse within Precinct 3 has been chosen to ensure the scale of the development is compatible with the surrounding area.	Section 6.1 Appendix 8, 9 and 10
Section 2.31	*(1) The objective of this section is to preserve the amenity of the area through the preservation of trees and other vegetation.* *(2) This section applies to species or kinds of trees or other vegetation that are prescribed for the purposes of this section by a development control plan made under Division 3.6 of the Act.* *...*	The Draft Oakdale East Estate DCP does not prescribe any species or kinds of trees for the purposes of this section. The proposal includes an ecological zone along the eastern boundary of the site to preserve high-value biodiversity.	Section 6.7 and Appendix 16
Section 2.39	*(1) This section applies to land—* *(a) that is serviced by a water recycling facility, or* *(b) that will be serviced by a water recycling facility as soon as the facility becomes operational.*	The proposal will be serviced in accordance with Sydney Water's Local Area Servicing Plan prepared by GHD (2016). The utility servicing strategy is discussed within the Civil Infrastructure and Stormwater Management Report (Appendix 13).	Section 3.2.5 and Appendix 13

Statutory Reference			
Section 2.40	The objectives of this section are to ensure that earthworks will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.	DA 347.1/2021 was lodged with Council in September 2020 for the rehabilitation of the site. The DA included rehabilitation of the quarry, demolition of existing buildings, remediation, cut and fill works, clearance of vegetation and provision of a stormwater system suitable for industrial development. The approval of DA 347.1/2021 is required to facilitate this project. DA 347.1/2021 addresses earthworks and associated environmental impacts.	Section 1.2 and 6.14
Section 2.41	*This section applies to development requiring consent that is carried out on flood prone land.*	The Civil Infrastructure and Stormwater Management Report (Appendix 13) includes consideration of flooding and On Site Detention (OSD). The Proposed Stormwater Catchment Plan appropriately responds to site conditions to alleviate flood impacts.	Section 6.3 and Appendix 13
Section 2.44	*The objective of this section is to avoid or minimise the adverse impacts of stormwater on the land on which development is to be carried out, adjoining properties, riparian land, native bushland, waterways, groundwater dependent ecosystems and groundwater systems.*	The proposal's stormwater management system has been designed to minimize adverse impacts. Under the Civil Infrastructure and Stormwater Management Report (Appendix 13) it is proposed Gross Pollutant Traps (CPTs) will be installed within each lot or immediately upstream of the basins.	Section 6.3 and Appendix 13
Chapter 3 – Advertising and Signage			

Section 3.1	*(1) This Chapter aims—*
	(a) to ensure that signage (including advertising)—
	(i) is compatible with the desired amenity and visual character of an area, and
	(ii) provides effective communication in suitable locations, and
	(iii) is of high quality design and finish, and
	(b) to regulate signage (but not content) under Part 4 of the Act, and
	(c) to provide time-limited consents for the display of certain advertisements, and
		The proposal includes the following signage:
		
		• Precinct 1 Extension
		  ○ 2 x Goodman & Brickworks wall signs (west and east elevations)
		  ○ 2 x tenant wall signs (west and north elevation)
		• Precinct 3
		  ○ 1 x illuminated site identification pylon sign
		  ○ 4 x illuminated truck wayfinding pylon signs
		  ○ 1 x illuminated car wayfinding pylon sign
			Section 6.1.3

Statutory Reference			
	(d) to regulate the display of advertisements in transport corridors, and *(e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.*	○ 3 x Goodman wall signs ○ 3 x Brickworks wall signs ○ 3 x tenant wall signs ○ 1 x illuminated office tenant pylon sign Locations of the signage can be seen within the Stage 2 Architectural Packages at Appendix 8 and 9. The proposed signage is compatible with the desired amenity and character of the area being an industrial precinct. The proposed signage will be of a high quality design and finish and enable efficient wayfinding through the estate.	
Section 3.4	Signage to which this Chapter applies	This chapter applies to signage at the site as it is visible from public places.	Section 6.1.3
Section 3.6	*A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied—* *(a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and* *(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.*	Section 3.1 is addressed above and Schedule 5 is addressed below.	Section 6.1.3
Schedule 5 (1)	*Character of the area* • *Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?* • *Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?*	The proposed signage is compatible with the area as it is similar to signage which has been approved as part of Precinct 1. The proposed signage ensures compatibility with the desired character of the area as it will identify future tenancies within the industrial estate and aids in wayfinding. The design of the signs is compatible with the proposed design of the warehouse reflected in materials and colour schemes.	Section 6.1.3

Statutory Reference			
Schedule 5 (2)	*Special Areas* • *Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?*	The proposal does not detract from the amenity or visual quality of the area as it is ancillary to the operation of the proposed warehouses. It has been designed to match the design of other approved signage within Precinct 1 of Oakdale East.	Section 6.1.3
Schedule 5 (3)	*Views and vistas* • *Does the proposal obscure or compromise important views?* • *Does the proposal dominate the skyline and reduce the quality of vistas?* • *Does the proposal respect the viewing rights of other advertisers?*	All signage has been designed to not impact views within the estate or for surrounding receivers. The size of proposed signs ensures they do not dominate the skyline or reduce quality of vistas.	Section 6.1.3
Schedule 5 (4)	*Streetscape, setting or landscape* • *Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?* • *Does the proposal contribute to the visual interest of the streetscape, setting or landscape?* • *Does the proposal reduce clutter by rationalising and simplifying existing advertising?* • *Does the proposal screen unsightliness?* • *Does the proposal protrude above buildings, structures or tree canopies in the area or locality?* • *Does the proposal require ongoing vegetation management?*	All signage has been designed to be appropriate for the streetscape, setting and landscape and aims to assist tenancy identification and wayfinding through the estate. As the site is predominantly undeveloped, there is limited existing signage. The signage does not protrude above the proposed structures or tree canopies in the locality. The proposal does not require ongoing vegetation management.	Section 6.1.3
Schedule 5 (5)	*Site and building* • *Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?* • *Does the proposal respect important features of the site or building, or both?*	The proposed signage is consistent with signage designs approved for Precinct 1 of the estate and is incorporated into the design of the building.	Section 6.1.3

Statutory Reference			
	• *Does the proposal show innovation and imagination in its relationship to the site or building, or both?*		
Schedule 5 (6)	*Associated devices and logos with advertisements and advertising structures* • *Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?*	No safety devices, platforms, or lighting devices have been designed as part of the signage. The Goodman logo is included as a sign for the warehouse façade given they are the developer of the Oakdale East Estate.	Section 6.1.3
Schedule 5 (7)	*Illumination* • *Would illumination result in unacceptable glare?* • *Would illumination affect safety for pedestrians, vehicles or aircraft?* • *Would illumination detract from the amenity of any residence or other form of accommodation?* • *Can the intensity of the illumination be adjusted, if necessary?* • *Is the illumination subject to a curfew?*	The proposed signage is designed to comply with illumination requirements to minimise glare and ensure safety for road users, pedestrians and aircraft. The intensity of illumination can be adjusted if necessary. Illumination is not subject to a curfew.	Section 6.1.3
Schedule 5 (8)	*Safety* • *Would the proposal reduce the safety for any public road?* • *Would the proposal reduce the safety for pedestrians or bicyclists?* *Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?*	The signs have been located as to not impact the safety of roads for motorists, pedestrians, cyclists or children.	Section 6.1.3
State Environmental Planning Policy (Transport and Infrastructure) 2021			
Chapter 2 – Infrastructure			
Section 2.118	Section 2.118 stipulates that the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that vehicular access to the land is provided by a road other than the classified road and the safety, efficiency and	The development fronts Old Wallgrove Road, which is a Classified Main Road (MR693). The proposal includes the provision of intersection upgrades at Millner Avenue and Old Wallgrove Road and Lenore Drive and Old Wallgrove	Section 6.1.3 Appendix 15

Statutory Reference			
	ongoing operation of the classified road will not be adversely affected.	Road to ensure the surrounding road network has the capacity for the proposed development. As discussed in Section 6.5 and in the Transport Impact Assessment provided at Appendix 15, the proposed development will not have a detrimental impact on the operation or efficiency of the surrounding road network acknowledging the proposed intersection upgrades.	
Section 2.121	Section 2.121 requires that development applications for certain traffic generating development, as set out in Schedule 3 of the policy, be referred to TfNSW and that any submission from TfNSW be considered prior to the determination of the application.	The consent authority must notify TfNSW. An assessment of key traffic impacts is provided in the EIS.	Section 6.1.3
Chapter 4 – Major Infrastructure Corridors			
~	Chapter 4 aims to preserve corridors for future major infrastructure and covers the Fairfield, Blacktown, Penrith, Liverpool, Camden and Campbelltown LGAs.	Chapter 4 mapping identifies an SP2 Infrastructure zone through the northern portion of the site to support the future Western Sydney Freight Line. The proposed Concept Masterplan and Precinct 3 development within the OEE takes into consideration the location of the Western Sydney Freight Line corridor and ensures no impact to the application of Chapter 4 of the SEPP as the designs include the provision of space for the infrastructure corridor. The Applicant has consulted with TfNSW to confirm that the future freight line will be elevated above the level of the OEE development and include bridge infrastructure to ensure an overpass above the Warragamba Pipelines and the proposed access road to Precinct 5. The works to construct the proposed access road to Precinct 5 do not form part of this application. The proposed access road will have a sufficient clearance	Section 4.7

Statutory Reference			
		between the road and the overpass to ensure it does not hinder the operation of the future Western Freight Line.	
State Environmental Planning Policy (Precincts – Western Parkland City) 2021			
Chapter 4 – Western Sydney Aerotropolis			
Section 4.17	*Development consent must not be granted to noise sensitive development if the development is to be located on land that is in an ANEF or ANEC contour of 20 or greater.*	A small portion of the south-western corner of the site, the entire of Precinct 1, is encroached by the Noise Exposure Contour Map identified between 20 and 25. Given the location of the proposed and future development within the OEE along with the nature of the development for warehouse and distribution centre uses, the OEE development would not be impacted by the noise exposure contours. Warehouse or distribution centre is not identified as a noise sensitive development under the definitions of section 4.17.	N/A
Section 4.18	*The objective of this section is to safeguard Airport operations from wind shear and turbulence generated by buildings.*	The subject site is not shown within the boundaries of the Lighting Intensity and Wind Shear Map. The proposed development of Building 3A does not penetrate the 1:35 surface.	N/A
Section 4.19	*The objective of this section is to regulate development on land surrounding the Airport where wildlife may present a risk to the operation of the Airport.*	The site is within the 13km wildlife buffer zone. However, the development is for the purposes of warehouse and distribution centres and is not considered 'relevant development' under this section. Nonetheless, biodiversity is considered within the EIS.	Section 6.7 and Appendix 16
Section 4.20	*The objective of this section is to regulate the construction of wind turbines and wind monitoring towers on land within 30 kilometres of the Airport.*	There are no wind turbines or wind monitoring towers proposed under this SSD application.	N/A
Section 4.21	*The objective of this section is to safeguard Airport operations from the risk of lighting and reflectivity distractions for pilots.*	The site is not identified within the boundaries of the Lighting Intensity and Wind Shear Map.	N/A

Statutory Reference			
Section 4.22	*The objectives of this section are—* *(a) to provide for the effective and ongoing operation of the Airport by ensuring that its operation is not compromised by development that penetrates the prescribed airspace for the Airport, and* *(b) the relevant Commonwealth body does not object to the development.*	The proposed maximum height of the development is RL 119.857 m, well below the prescribed maximum height of RL 223.20 m for the site on the Obstacle Limitation Surface Mapping. Therefore, this section does not apply.	N/A
Section 4.23	*The objective of this section is to regulate development on land on which there is an appreciable risk to public safety from the operation of the Airport.*	The subject site is not identified as a "public safety area' on the Public Safety Area Map.	N/A
State Environmental Planning Policy (Resilience and Hazards) 2021			
Chapter 3 – Hazardous and Offensive Development			
~	Chapter 3 of the Resilience and Hazards SEPP aims to ensure that in considering any application to carry out potentially hazardous or offensive development, the consent authority has sufficient information to assess whether the development is hazardous or offensive and to impose conditions to reduce or minimise any adverse impact.	A Preliminary Hazard Assessment (PHA) has been prepared by Riskcon Engineering detailing dangerous goods (DGs) to be stored onsite and risks and relevant mitigation measures to ensure the safe operation of the proposed Precinct 3 development (Appendix 24). The PHA confirms that subject to the implementation of the recommended mitigation measures, Building 3A can appropriately manage associated risks.	Section 6.13 and Appendix 24
Section 3.7	Under section 3.7, in determining whether a development is potentially hazardous industry consideration must be given to current circulars of guidelines published by DPE relating to hazardous or offensive development.	A PHA accompanies this application at Appendix 24. The PHA notes the development is potentially hazardous development.	Section 6.13 and Appendix 24
Section 3.12	The consent authority must consider the matters under section 3.12 in determining an application under this part of the SEPP.	A Preliminary Hazard Analysis accompanies this application at Appendix 24.	Section 6.13 and Appendix 24
Chapter 4 – Remediation of Land			
Section 4.6	Chapter 4 of the Resilience and Hazards SEPP applies to the State and states that where a DA is made	Contamination for the site is addressed under a separate development application currently under assessment with Fairfield City Council (DA/347.1/2021). The purpose of the	Sections 1.2 and 6.13

Statutory Reference			
	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* *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.*	application is to remediate the broader OEE (excluding Precinct 5) and facilitate bulk earthworks for the future development of the site, to ensure the site is suitable for its intended use.	
State Environmental Planning Policy (Biodiversity and Conservation) 2021			
Chapter 6 – Bushland in Urban Areas			
~	Chapter 6 of *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (Biodiversity and Conservation SEPP) aims to protect and preserve bushland within urban areas.	The proposed works will require the removal of trees and vegetation in Precinct 5. A BDAR has been prepared by Ecologique (Appendix 16) to identify threatened species issues and identify and provide appropriate mitigation strategies to minimise adverse impacts resulting from each proposal. These mitigation strategies are discussed at Section 6.6.	Section 6.6 and Appendix 16
Draft Oakdale East Estate Development Control Plan			
Section 1.3	Aims and Objectives of this DCP	The proposal is consistent with the aims and objectives of the Draft DCP as it supports the coordinated development of the site for a range of employment generating land uses.	~
Section 1.4	Land to which the plan relates	The DCP applies to the site excluding Precinct 5.	~
Section 2 – 6	Sections 2 – 6 of the Draft DCP provide detailed controls to guide development of the site.	The Draft DCP will generally be complied with, however, the specific controls for the estate will be established through the concept approval.	~

Appendix 5

Community and Stakeholder Participation Strategy

Appendix 6

Mitigation Measures Table

Issue	Mitigation Measure	Reference
Urban Design, Landscape and Visual	• mature vegetation between Burley Road and the site will filter views of the site from adjoining rural residential properties • colour schemes will involve neutral colours and bold design elements will be minimised to ensure that the warehouses blend into the existing environment and surrounding landscape • the proposed warehouses will be setback in accordance with the controls established in the concept plan to mitigate visual impacts and perceived bulk. • the proposed material palette assists in articulating the built form and minimising the perceived scale of the development • implementation of the Landscape Plans (Scape Design) including implementation of healthy and functional planting in the establishment period and on-going maintenance • detailed landscaping designs will be developed during the design and construction of each warehouse building and will be consistent with the landscape concept plan submitted with the EIS • landscaped areas will be maintained to ensure visual screening is provided, with the replacement of any trees which fail to establish • all signage for the proposed development will be designed and installed consistent with the requirements of Chapter 3 of SEPP Industry and Employment	Section 3 Appendix 3 Appendix 8 Appendix 9 Appendix 10

Traffic and Transport	• separate access is provided for light and heavy vehicles to provide for safer access and to avoid conflicts on each lot for Estate Road 1 and Estate Road 02
	• the Applicant will consult with Council during detailed design to ensure driveway access conforms with the relevant requirements
	• a construction traffic management plan to be prepared and submitted to Council separate to this DA, in response to any future conditions of consent
	• proposed signage and line-marking to be referred to Council and an accompanying Traffic Management Plan (TMP) to be prepared for the Council traffic committees to review and approve
	• street lighting will be reviewed during detailed design in consultation with Council
	• a Green Travel Plan has been included as part of the development to provide guidance and targets for sustainable transport options
	• Old Wallgrove Road / Lenore Drive:
	  ○ Widening of the southern side of the intersection to accommodate a second departure lane, allowing for a continuous flow from the East approach; and
	  ○ Widening and extension of the existing left-turn slip lane from the South approach from the existing 35 metres to 140 metres.
		Appendix 15
		Appendix 28

Issue	Mitigation Measure	Reference

	• Old Wallgrove Road / Millner Avenue:
	  ○ Widening of the northern side of the intersection to accommodate an additional 100 metres left turn slip lane into Estate Road 02 (eastern arm of intersection); and
	  ○ Extending the kerbside lane of the East approach from 50 metres to 140 metres (i.e. through No Stopping restrictions or similar).
	• traffic control will manage and regulate traffic movements into and out of the site during construction
	• disruption to road users will be kept to a minimum by scheduling intensive delivery activities outside of peak network hours	

Soils and Water	• rainwater harvesting will be provided as part of the development to encourage reuse and recycling • overland flowpaths shall maintain a minimum of 3000mm freeboard to all habitable floor levels • to assist in maintaining embankment stability, any batters steeper than 1 in 5 will be vegetated and all external batters to the development have been limited to 1 in 4 as a minimum generally, with the maximum being 1 in 3. Any temporary batters constructed during the works will be in accordance with the geotechnical report and ongoing advice from the Level 1 supervisor • an erosion and sediment control plan will be prepared prior to commencing construction • all proposed stormwater drainage from the development will be designed in accordance with the Fairfield City Council engineering requirements and guidelines and in accordance with the Civil Engineering report (at&l) dated 30 May 2022	Appendix 12 Appendix 13
Noise and Vibration	Construction noise mitigation: • minimising the coinciding use of multiple noisy plant items • equipment which is used intermittently is to be shut down when not in use • equipment with directional noise emissions would be oriented away from sensitive receivers as much as practicable • regular compliance checks on the noise emissions of all plant and machinery used for the proposal would indicate whether noise emissions from plant items were higher than predicted. This also identifies defective silencing equipment on the items of plant • non-tonal reversing alarms should be used on all items of plants and heavy vehicles used for construction • pre-construction consultation with receivers R01, R03, R04, R05, R06 and R09 to clearly and transparently explain the proposed works and the potential for construction noise impacts • provision of regular on-going updates to these receivers throughout the works in order to understand and	Appendix 19

Issue	Mitigation Measure	Reference

	address as far as practicable any noise related concerns of the receivers.
	• development of a Construction Noise and Vibration Management Plan (CNVMP) by the construction contractor prior to commencement of site works. The CNVMP will form part of the CEMP for the development and include:
	  ○ confirm that the results presented in the NVIA are representative of the final construction methodology
	  ○ identify the most sensitive receivers potentially impacted by construction noise
	  ○ provide details of all reasonable and feasible noise mitigation measures required
	  ○ inform site staff of this sensitivity and methods to reduce construction noise.
	
	Operational Noise Mitigation:
	• install two 4 m high noise barriers along the southern perimeter of the site, to address gaps between warehouse buildings in Precinct 2
	• only commence operation of the warehouse in Precinct 3 once the key structures in Precinct 2 are installed
	• in the event that development of these structures is delayed, the Applicant proposes to install temporary noise barriers along the southern and southeast boundary of Precinct 2
	• during detailed design of each of the warehouses, to be assessed under subsequent DAs, the noise modelling will be updated based on the design, number and precise location of all key noise sources to ensure that the noise generated during operations will not exceed the project noise trigger levels established by the concept plan.
	• all plant and equipment are to be maintained such that they are in good working order
	• a register of complaints is to be recorded in the event of complaints being received, including location, time of complaint, nature of complaint and actions resulting from the complaint	

Hazards and Risk	• the refrigeration system will be designed in accordance with AS 2022:2003 which provides the design requirements to minimise the risks associated with an ammonia system by ensuring appropriate isolations and protections are incorporated into the design • the site shall be designed to contain any spills or contaminated water from a fire incident within the boundaries of the site • multiple spill kits be provided around the DG storage area to ensure spills can be cleaned up immediately following identification • the warehouse and/or site boundaries shall be capable of containing 702m^3 which may be contained within	Appendix 24

Issue	Mitigation Measure	Reference
	the warehouse footprint, site stormwater pipework and any recessed docks or other containment areas that may be present as part of the site design • the civil engineers designing the site containment shall demonstrate the design is capable of containing at least 702m^3 • a stormwater isolation point (i.e penstock isolation valve) shall be incorporated into the design. The penstock shall automatically isolate the storm water system upon detection of a fire (smoke or sprinkler activation) to prevent potentially contaminated liquids from entering the water course • consultation with Fire and Rescue NSW to occur during detailed design of the fire and life safety systems	
Contamination	• implement the recommendations of the Preliminary Site Investigation prepared by JBS&G (dated 31 March 2022) to undertake planned intrusive investigations to provide a quantitative assessment of contaminant levels prior to and during earthworks associated with the development of Precinct 5	Appendix 26
Waste	• implementation of a waste management plan for the development • maximise resource recovery by reuse and recycling • minimise the generation of waste to landfill • minimise waste material avoidance and reuse on the site • establish record keeping, monitoring and reporting procedures • comply with the requirements of the relevant statutory authorities • adopt an ongoing improvement approach to improve on best practice waste management principles • waste storage areas will be adequately sized to comfortably accommodate the required number of bins associated with the development • waste storage areas will be designed with sufficient space for convenient access and maneuvering and additional specialised waste areas • waste storage areas will be designed with drainage connection to sewer to prevent potential contamination in stormwater • the waste storage areas are located so that they: o are located away from primary street frontages o are near any on-site loading bays o are convenient, safe, functional and directly accessible to users in each tenancy and servicing collections staff, but inaccessible to the public o avoid pedestrian or vehicular traffic hazards likely to be caused by waste collection and storage • consistent waste signage and colour coding throughout the Development	Appendix 21

Issue	Mitigation Measure	Reference
	• all staff are trained in correct waste separation and management procedures • directional signage to show location of and routes to waste storage area • general waste and co-mingled recycling bins will be clearly labelled and colour-coded to ensure no cross contamination, where applicable • employees and cleaners will adhere to the WMP for compliance, in consultation with management • repair signs and labels promptly to avoid breakdown of communications • visual assessments of bins and bin storage areas will be conducted by the building manager	
Bushfire and Incident Management	• asset protection zones to be established around the site and managed in perpetuity • landscaping to be established and managed in accordance with *Planning for Bush Fire Protection* (RFS 2019) • design and construction measures in accordance with *AS 3959 or the National Association of Steel-framed Housing* (NASH) standard and Section 7.5 of *Planning for Bush Fire Protection 2019* (PBP 2019) • detailed design to ensure access and services (water, gas, electricity) meet the requirements of PBP 2019 • emergency and evacuation planning • at the commencement of building works and in perpetuity, the entirety of Precincts 2, 4 and 5 shall be maintained as an Asset Protection Zone. The APZ shall be established and maintained as an inner protection area as outlined within PBP 2019 and the NSW RFS document 'Standards for Asset Protection Zones' • fire hydrants are provided in accordance with Building Code of Australia E1.3, AS2419.1:2005, including the ring main requirements for large, isolated buildings • buildings are constructed in accordance Australian Standard AS 3959-2009 *Construction of buildings in bushfire-prone areas* (AS 3959-2018) as identified in the Bushfire Hazard Assessment • all proposed roads to comply with section 5.3.2 of PBP 2019 as appropriate	Appendix 17
Biodiversity	• clearing to be limited to highly degraded and scattered patches of native vegetation that are primarily located within an active quarry. Most native vegetation to be cleared is of planted origin or has colonised man-made bunds and dams. • pre-clearing surveys to minimise potential impacts on fauna and flora species and habitat on the site before any clearing begins • where habitat features are identified in pre-clearing surveys, a two-staged clearance process shall be undertaken and an experienced ecologist present to	Appendix 16

Issue	Mitigation Measure	Reference
	supervise the process, act as a fauna spotter and relocate any fauna captured • water levels in each dam to be monitoring to ensure refuge habitat for aquatic fauna is maintained at all times up until the dam is ready for decommissioning and a program in place to capture and relocate aquatic fauna • details including a plan of all sediment and erosion control measures that will be in place during the dewatering of each basin • water quality of potential receiving waters in which aquatic fauna will be relocated to, will also need to be assessed to ensure relocation sites provide suitable habitat for aquatic fauna • prior to disturbing the sediment of the dam, the sediment within the dam walls and bed will be assessed against the National Environmental Protection Measure (NEPM) 2013 • measures to prevent the spread of weeds and pathogens	
Greenhouse Gas and Energy Efficiency	• improved building form and thermal envelopment building fabric including increased insulation with high specification glazing will provide for energy efficiency • energy efficient HVAC systems • LED lighting with illumination power densities equal to or less than the maximum set out in the *National Construction Code* (2019 NCC) • lighting controls such as sensors and timers for external lighting and lighting in infrequently used areas have been incorporated into the design • hot water to be provided through either high efficiency heat pump systems or solar boosted systems • all windows, doors, exhaust fans and pipe penetrations will be constructed to minimise air leakage as required by the provisions of the 2019 NCC	Appendix 22
Ecologically Sustainable Development	• oversize rainwater tanks and drought resistant landscaping to reduce the overall water load required for irrigation to mitigate impacts reduced average rainfall • downpipes to be capable of withstanding high volumes of water flowing over roofs, with eaves gutters designed for 1 in 20 year storm event to mitigate extreme rainfall events. Surface drainage and box gutters designed for 1 in 100 year storm events • air conditioners designed to handle higher specified conditions than required in Western Sydney to accommodate for potential increased average annual temperature • space for adding insultation on the facades of the warehouse will be incorporated into the design to help reduce the thermal heat gain for workers	Appendix 22

Issue	Mitigation Measure	Reference

	• skylights will be insulated and/or well ventilated to reduce the amount of heat transfer into the buildings to accommodate for increased average annual temperature
	• policies for workers going home on extreme heat days will be considered to mitigate extreme temperature events
	• maximised landscaped areas and the use of green walls have been employed in the design to mitigate the impacts of urban heat island effect
	• solar panels to be high quality with tempered glass to cope with potential hail in extreme storm events
	• batteries or alternative back up power generation to run essentials in the event of a prolonged power outrage will be available to mitigate impact of storm events
	• 2,000 kW PV Solar system:
	  ○ the proposed 2,000 kW PV solar system will offset approximately 2,744 MWh/year of energy usage
	  ○ the estimated greenhouse gas CO2 emission saving is approximately 2,274,680 kgCO2/annum
	• daylight controlled LED lighting for the warehouse instead of metal halide, resulting in a considerable energy reduction and reduced maintenance
	• motion sensors to all LED lights within the warehouse, and offices
	• translucent roof sheeting to warehouse areas
	• roof and external wall insulation as per the 2019 NCC requirements.
	• high performance glazing to all air-conditioned areas or minimum NCC requirements
	• passive solar design for external outdoor areas
	• power sub-metering to enable continued review of power consumption for the offices, and warehouse
	• selection of endemic and low maintenance landscaping species
	• 200 kL rainwater tanks for rainwater harvesting and re-use for landscape irrigation and toilet flushing
	• low flow fixtures and fittings including taps and shower heads	

Aboriginal Cultural Heritage	• if changes are made to the proposal that may result in impacts to OEAS1 which have not been assessed by this ACHAR, further investigation in the form of test excavation will occur • unexpected Aboriginal objects remain protected by the National Parks Wildlife 1974. If any such objects, or potential objects are uncovered in the course of the activity, all work in the vicinity will cease immediately. A qualified archaeologist will be contacted to assess the findings and Heritage NSW and Deerubbin LALC will be notified • if human remains, or suspected human remains, are found in the course of the activity, all work in the vicinity	Appendix 25

Issue	Mitigation Measure	Reference
	will cease, the site will be secured, and the NSW Police and Heritage NSW will be notified	
Air Quality	• developing stakeholder consultation plans and procedures to respond to air quality complaints during construction • display the name and contact details of person(s) accountable for air quality and dust issues on the boundary of each tenancy (i.e. the tenant's representative/environment manager/engineer or the site superintendent etc), along with the head/regional office contact information • the AQMP to be distributed to all the tenants of Estate, which can used by the tenants as a reference for air quality management practices. • dust suppression including covering or stabilizing stockpiled materials and wetting exposed surfaces • site management, site inspections and monitoring procedures, including observation of speed limits, minimisation of vehicle use, and engine idling will be utilised to minimise any potential air quality impacts during the operation phase • all dust and air quality complaints will be recorded and identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken • record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the Site Incident Register • revegetating disturbed surfaces will occur as soon as practicable • minimise dust generating activities in areas close to receptors • in case of exposed surfaces, land stabilisation works are to be carried out progressively on site to minimise the impact of exposed surfaces • wind erosion from exposed surfaces and stockpiles is to be suppressed by regular watering, as required • keep site fencing, barriers and scaffolding clean using wet methods • remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site • erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site • fully enclose site or specific operations where there is a high potential for dust production and the activity is occurring for an extensive period (e.g. more than 1-2 weeks) • ensure all on-road vehicles comply with relevant vehicle emission standards (where applicable), and maintain vehicles in good condition and in accordance with manufacturer's specifications, and so that the exhaust	Appendix 20

Issue	Mitigation Measure	Reference
	emissions comply with the Protection of the Environment Operations Act 1997 • stationary trucks are to switch off engines if idling time on-site is likely to exceed 5 minutes • vehicle speed limit restrictions are to be implemented on site • minimise truck queuing and unnecessary trips through effective logistical planning • ensure trucks associated with Estate operations do not track dirt onto the public road network, and any spills or dust track-out is to be cleaned up as soon as possible • only use cutting, grinding or sawing equipment fitted with suitable dust suppression systems, such as water sprays • ensure an adequate water supply on the site for effective dust/particulate matter suppression/ mitigation, using non-potable water • use a watercart or sprays to suppress dust emissions from unsealed roads (if relevant) • ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods • potential dusty activities are not to be carried out during strong winds or in weather conditions where high levels of airborne particulates are likely • no on-site burning of waste materials, timbers or any other combustible materials • all trucks entering or leaving the Site with potentially dusty loads are to have their loads covered	
Social Impact	• post SSDA approval, an employment strategy to be prepared to target local recruitment. The plan may include initiatives to partner with local businesses, visits to local schools, and incorporation of inclusion/diversity targets • when detailed plans for the proposed Western Sydney Freight Line are being prepared, the Applicant will work with TfNSW to identify opportunities for plantings between the proposed freight corridor and the northern boundary of Precinct 3 • incorporate the recommendations outlined in the acoustic impact assessment during the construction phase • incorporate the recommendation in the CSPS to prepare a Community Consultation Strategy to identify and track engagement with the community and resolve complaints and enquiries during the construction and operation phases • future detailed landscape plans for Precinct 2 should incorporate tall and fast-growing tree species to provide additional screening of the warehouse buildings from the residential area	Appendix 29

Appendix 7

Strategic Planning Assessment

State Infrastructure Strategy

The State Infrastructure Strategy sets out the NSW Government's Rebuilding NSW Plan, which involves the investment of $20 billion in new infrastructure across the state. The Strategy identifies policies and strategies needed to provide infrastructure that meets the needs of a growing population and a growing economy.

Although the Strategy relates to investment in Government infrastructure, the proposal will contribute to the integration of land use and infrastructure planning as the site is strategically located near the future Western Sydney Aerotropolis.

Greater Sydney Region Plan

The Greater Sydney Region Plan (Region Plan) outlines how Greater Sydney will manage growth and change in the context of social, economic and environmental matters. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans. The overriding vision for Greater Sydney in the Region Plan is to rebalance Sydney into a metropolis of 3 unique but connected cities:

- the established Eastern Harbour City
- the developing Central River City
- the emerging Western Parkland City

The Region Plan provides broad Priorities and Actions which focus on the following four key themes. A high-level analysis of the proposal against these themes is provided in Table 31.

Theme	Response
Infrastructure and Collaboration	The site is located close to both the M4 and M7 Motorways as well as the future Western Sydney Aerotropolis.
Liveability	The site's strategic location within close proximity to major road infrastructure ensures high accessibility, particularly to surrounding areas, including residential areas to the north in Erskine Park. Given the site is to provide a large number of employment opportunities, this connection to residential areas ensures viability for future workers.
Productivity	The site is within an area identified as industrial and urban services land and the Region Plan sets the objective for planning authorities to adopt an approach of "review and manage" industrial land (Objective 23 – Industrial and urban services land is planned, retained and managed)
Sustainability	The Development will be planned and designed with initiatives to achieve a 5 Green Star 'as-built' rating, and include consideration of water sensitive urban design principles, energy efficiency, and biodiversity conservation.

Table 31: Analysis against the Greater Sydney Region Plan

Western City District Plan

The Western City District Plan (District Plan) was prepared by the Greater Sydney Commission (GSC) in March 2018. It provides the district level framework to implement the goals and directions outlined in the Region Plan for the Western City District.

The District Plan recognises the ideal location of the site within industrial land to support the growth of the Western City District, given the proximity to the future Western Sydney Aerotropolis and access to both the M7 and M4 Motorway.
In particular, the development will address Planning Priority W10 – Maximising Freight and Logistics Opportunities and Planning and Managing Industrial and Urban Services Land. The proposed development is consistent with the Western City District Plan as it will:

- protect employment land through the provision of employment uses;
- continue the operation of industrial uses in the WSEA; and
- attract investment from innovative industries.

Future Transport Strategy 2056

The *NSW Future Transport Strategy 2056* was published in March 2018 and acknowledges the vital role transport plays with regards to land use, tourism and economic development. The Strategy is support by a suite of plans to achieve a 40-year vision for transport in New South Wales to cater for the estimated increase in population to 12 million by 2056.

The Transport strategy focuses on the role of transport in delivering movement and place outcomes that support the character of the places and communities for the future. It emphasises technology-enabled mobility and its role in transforming the mass transit network. Precinct 5 of the OEE is separated from the remainder of the estate by an SP2 Infrastructure Corridor. The corridor has been reserved to facilitate the future Western Freight Line.

Discussions have been held with TfNSW confirming that bridge infrastructure would be provided to facilitate the freight line which would ensure an overpass above the Warragamba Pipelines and the proposed access road to Precinct 5. This ensures that the construction of the access road to Precinct 5 will not hinder the operation of the future Western Freight Line.

Fairfield Local Strategic Planning Statement

The *Fairfield Local Strategic Planning Statement* (LSPS) was finalized and published on the NSW Planning Portal in March 2020, the LSPS is a 20-year plan which sets out Council's land use vision and planning priorities for the LGA. The document recognizes the importance of the industrial lands within the Western Area and broader LGA in enhancing and growing Fairfield's economy. The proposal will provide warehousing and distribution centre uses which are consistent with the LSPS, in particular the following actions:

- *Planning Priority 6: Ensure infrastructure is aligned to accommodate planned growth and community needs*
  The enhancements proposed to the intersection of Millner Avenue and Old Wallgrove Road will ensure additional demand placed on the surrounding road network is appropriately managed with new turning lanes. The future Western Sydney Freight Line corridor runs through the eastern portion of the site separating Precinct 5 from the

remainder of the industrial estate. Appropriate planning has been undertaken to ensure the proposed development will not impede on the identified infrastructure corridor.

- *Planning Priority 11: Promote a robust economy which generates diverse services and job opportunities*
  The proposed development of Stage 2 will facilitate 700 construction jobs for both the base building and fit out. It will also provide 500 jobs for the ongoing operation of the facility. With consideration of the GFA of the overall estate, a significant amount of employment opportunities will be created as a result of the subsequent development of each precinct of the OEE.

Appendix 8

Stage 2 – Precinct 1 Architectural Package

Appendix 9

Stage 2 – Precinct 3 Architectural Package

Appendix 10

Landscape Architectural Package

Appendix 11

Visual Impact Assessment

Appendix 12

Civil Engineering Plans

Appendix 13

Civil Engineering Report

Appendix 14

Oakdale East Estate Flooding Assessment

Appendix 15

Transport Assessment

Appendix 16

Biodiversity Development Assessment Report

Appendix 17

Bushfire Hazard Assessment

Appendix 18

Fire Safety Strategy

Appendix 19

Noise Impact Assessment

Appendix 20

Air Quality Assessment

Appendix 21

Waste Management Plan

Appendix 22

Sustainability Management Plan

Appendix 23

Building Code of Australia Compliance Report

Appendix 24

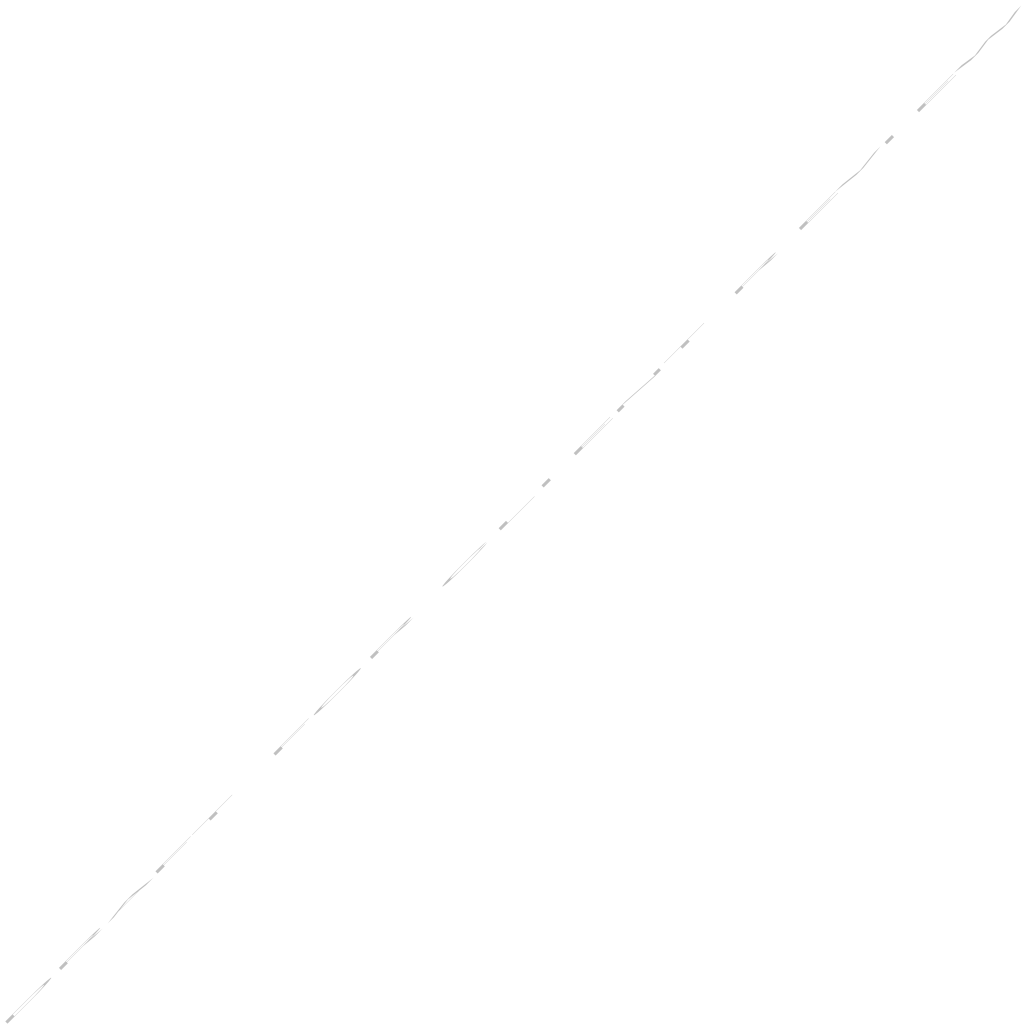
Preliminary Hazard Analysis

Appendix 25

Draft Aboriginal Cultural Heritage Assessment Report

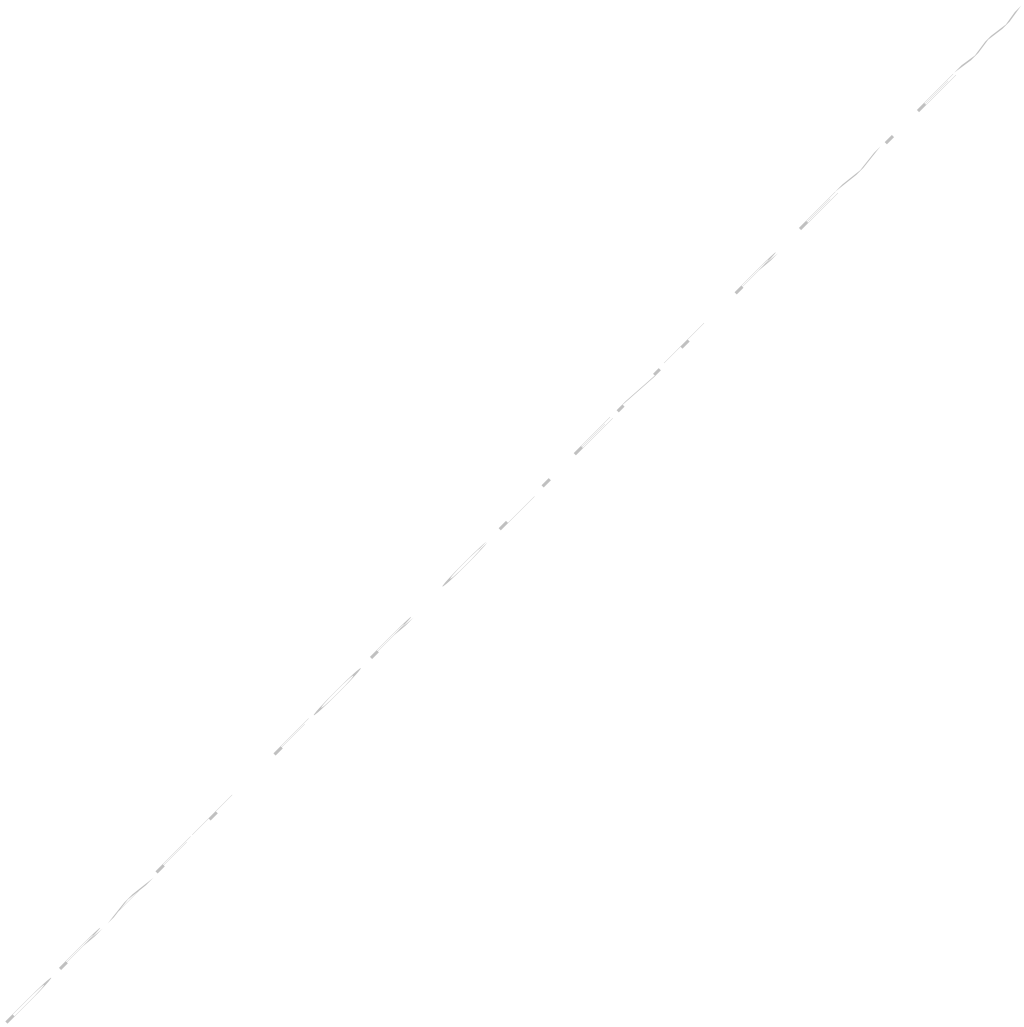
Appendix 26

Precinct 5 Preliminary Site Investigation



Appendix 27

Oakdale East Estate Development Control Plan



Appendix 28

Green Travel Plan

Appendix 29

Social Impact Assessment