



Environmental Impact Statement

Warehouse and Distribution
Facilities - Oakdale Central,
Horsley Park

(Lot 21 DP1173181)

Prepared by McKenzie Group Consulting Planning
on behalf of Goodman Property Services (Aust)
Pty Ltd

November 2013

Environmental Impact Statement

Oakdale Central Estate, Horsley Park – Construction of Warehouse and Distribution Facilities – Lots 1C, 2B & 3

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Environmental Impact Statement

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CLAUSE 78A(8A) CERTIFICATE

Declaration Form	Submission of Environmental Impact Statement (EIS) prepared under the <i>Environmental Planning and Assessment Act 1979</i> Clause 78A(8A)
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EIS Prepared By

Name	Andrew Cowan
Qualifications	Bachelor of Urban and Regional Planning, UNE Master of Property Development, UTS
Address	Suite 601, Level 6 189 Kent Street Sydney NSW 2000

In Respect Of	Staged construction of three (3) Warehouse, Distribution and Freight Transport Facilities
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Development Application

Applicant Name	Goodman Property Services (Aust) Pty Ltd (Contact: Will Dwyer)
Address	Level 17, 60 Castlereagh St Sydney NSW 2000

Land to be Developed	Oakdale Central, Horsley Park NSW comprising: <ul style="list-style-type: none">▪ Lot 21 in Deposited Plan 1173181▪ Estate allotment 1C, 2B and 3
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EIS	An Environmental Impact Statement (EIS) is attached.
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Certificate	I certify that I have prepared the contents of this EIS and to the best of my knowledge: <ul style="list-style-type: none">▪ it is in accordance with Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i>,▪ contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and▪ that the information contained in the statement is neither false nor misleading.
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Signature



Name	Andrew Cowan
Qualification	BURP, UNE MPD, UTS
Date	11 November 2013

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EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared by McKenzie Group Consulting Planning (NSW) Pty Ltd (MGC Planning) on behalf of Goodman Property Services Pty Ltd (hereafter referred to as Goodman). The proposal seeks to construct in stages a campus of warehouse and distribution facilities and freight transport facility on estate allotments 1C, 2B and 3 within Oakdale Central Horsley Park (the Site). The proposed facilities will also include ancillary dock office, new vehicle access arrangements, parking and landscaping. The provision of a turning head is also proposed within the Penrith City Local Government Area (LGA) within the Oakdale South precinct.

The Site is owned by BGAI (who have provided landowners consent). The existing warehouse distribution facilities within Oakdale Central include Lot 1A and Lot 2A and are currently occupied by DHL. The proposed development will accommodate the expansion of logistics operations for Goodman customers upon completion.

Civil and infrastructure works within Oakdale Central to service the proposed facilities under this application are the subject of separate development applications to Fairfield City Council and are currently under assessment (refer **Appendix 3**).

The proposed operations do not involve the storage or handling of dangerous goods on the site. In addition, the proposal seeks approval to upgrade the existing section of Old Wallgrove Road (from Roberts Road to the Estate) to construct a 4 lane sub-arterial road which will service the estate and all the lands zoned IN1 which are located south of the Sydney Catchment Authority (SCA) pipeline.

The process of applying for State Significant Development (SSD) requires that the Capital Investment Value (CIV) be greater than AU\$50 Million for warehouses or distribution centres, and be at one location and related to the same operation. Under the *Environmental Planning and Assessment Act 1979* (the EP&A Act) it is required that a request for Director-General's Requirements (DGRs) be made prior to lodgement of an application seeking approval. DGRs were requested for the proposed development on 5 August 2013 (Reference: SSD-6078) and subsequently issued by the Department of Planning and Infrastructure (DoP&I) on 4 October 2013.

In addition to general requirements, the DGR's for the proposal outlined a number of Key Issues to be addressed as part of an EIS, including:

- Strategic Context
- Planning agreement/developer contributions
- Traffic and Transport
- Soil and Water
- Biodiversity
- Noise
- Air Quality and Odour
- Greenhouse Gas and Energy Efficiency
- Heritage
- Visual
- Waste Management
- Impacts on adjoining pipelines
- Access to Resources

The findings of this EIS identify that the proposal can be accommodated without generating impacts above that considered appropriate by the relevant legislation.

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Further, the proposed warehouse and distribution activities are consistent with the intended use of the Oakdale Central precinct, and is consistent with the underlying strategic intentions of *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (SEPP WSEA).

Based on the findings of this EIS, the proposal supports the continued development of the Oakdale Central industrial precinct, providing employment and contributing to the retention and growth of distribution and supply industry in Sydney.

The proposal is suitable for the local context and will not result in any significant environmental impact. As such, it is recommended that the proposal be supported by the Department of Planning and Infrastructure.

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PART A PRELIMINARY

1.1 INTRODUCTION

This Environmental Impact Statement has been prepared by McKenzie Group Consulting on behalf of the Proponent, Goodman Property Services Pty Ltd, and is submitted to the New South Wales Department of Planning and Infrastructure in support of development at Central Oakdale Horsley Park, Lot 21 in Deposited Plan 1173181, New South Wales.

This application seeks approval for the staged construction of a campus of warehouse and distribution facilities and a freight transport facility to provide a logistics hub including loading and unloading facilities, dock office, site access, parking and landscaping.

The site is owned by BGAI (A Goodman and Austral Brickworks joint venture entity) and will be developed and managed by Goodman and occupied by Goodman tenants. The operations will include storage and handling of goods and will be packaged for offsite retail sale (no manufacturing is to occur on-site and no dangerous goods are to be stored).

This EIS describes the site and proposed development, provides relevant background information, responds to the DGR's and assesses the proposed development in terms of the relevant matters set out in relevant legislation, environmental planning instruments and planning policies.

The structure of the EIS is as follows:

- Part A Preliminary
- Part B Site Analysis
- Part C Proposed Development
- Part D Legislative and Policy Framework
- Part E Consultation
- Part F Environmental Risk Assessment
- Part G Statement of Commitments
- Part H Project Justification
- Part I Conclusion

1.2 PROJECT TEAM

The Project Team involved in the preparation of this application are:

- Goodman Property Services (Applicant)
- McKenzie Group Consulting Planning (NSW) Pty Ltd (Town Planning Consultant)
- Blackett Maguire and Goldsmith Pty Ltd (Building Surveying Consultant)
- SBA Architects (Architectural Consultant)
- RawFire (Fire Services Consultant)
- AT&L Pty Ltd (Civil Engineering Consultant)
- Site Image (Landscape Consultant)
- Traffix (Traffic Consultant)
- SLR Consulting (Waste Management, Acoustic and Air Quality Consultant)
- Cundall (ESD Consultant)

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1.3 OVERVIEW OF OPERATIONS

Goodman is the largest industrial property group in Australia with approximately \$20.3 billion assets globally and \$12 billion in Australia. Goodman has over 1,000 customers in Australia occupying over 7million sqm of industrial and business space.

The Oakdale Estate is a key estate in the Goodman portfolio and Western Sydney Employment Area which provides customers with the ability to consolidate warehouse, distribution and logistics functions within purpose built facilities near existing infrastructure which are optimized to maximise operational efficiency and therefore support economic growth in NSW and provide ongoing employment opportunities.

DHL have already selected the three existing facilities (Site 1A and 2A) for their business and have committed to a further facility on Site 1B which is currently under construction. DHL is a leading global logistics provider which offers managed warehousing and international and domestic freight forwarding. On a global scale DHL operates in 220 countries with a workforce exceeding 285,000 employees and intends to expand its footprint and workforce in Australia.

This proposal is in response to the demand from DHL and other Goodman customers for further warehouse and distribution facilities in advance of finalizing commercial commitment to reflect their expected operational requirements and to meet the project delivery timeframes which their businesses require in order to expand their operations within the Western Sydney Employment Area and the associated employment opportunities which would be created.

1.4 OAKDALE ESTATE

The land which is the subject of this application is known as Oakdale Central which forms part of the Oakdale Estate comprising a total of 421heactares. Under the provisions of *State Environmental Planning Policy (Western Sydney Employment Area) 2009*, the site is zoned IN1 Industrial General to facilitate a wide range of employment-generating development including industrial, manufacturing, warehousing, storage and ancillary office space.

The greater Oakdale Estate lies within both the Fairfield and Penrith Local Government Areas with Oakdale Central being wholly located within Fairfield. The SSD proposal related mostly to the Fairfield Council LGA, however a small ancillary aspect of the development is located in the Penrith LGA, being the turning head at the end of the estate road (refer **Appendix 5**).

1.5 SITE HISTORY

Concept Approval MP08_0065 was granted on 2 January 2009 for the establishment of Oakdale Central Estate including subdivision, earthworks, internal road layout, recreation and biodiversity land, seven industrial buildings, pad levels, external upgrades and infrastructure. A concurrent Stage 1 Project Application was also granted for the establishment of a DHL Logistics Hub and associated infrastructure which comprises 3 buildings being those on lots 1A and 2A (MP08_0066). Subsequent to the Concept and Project Approval, a number of modifications were carried out pursuant to Section 75W of the *Environmental Planning & Assessment Act 1979*. These modifications are summarised as follows in **Table 1**.

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Modification No.	Date of Approval	Description
Mod 1 to Concept Plan and Project Approval	4 November 2010	<p>Amendment of Concept Plan subdivision to change configuration and reduce the number of internal estate roads.</p> <p>The Project Approval was also amended so that stage 1 on lots 1A and 2A with two warehouse buildings on lot 2A being proposed in lieu of one larger building.</p>
Mod 2 to Project Approval	17 February 2011	<p>Due to the timing of notification of the Voluntary Planning Agreement (VPA) between the Minister for Planning, Goodman and the land Trustee for contributions towards regional transport infrastructure and services for lot 1A and 2A, entry into the VPA was amended prior to issue of occupation or subdivision certificate.</p> <p>The VPA was entered into on 25 March 2011 and has been amended to include the subject estate allotments, lots 1C, 2B and 3 so that it applies to the whole estate.</p>
Mod 3 to Project Approval	8 July 2011	Minor amendments to warehouses 2 and 3 on lot 2A including changes to the appearance of the warehouses, site layout and quantum of floor space.
Mod 4 to Project Approval	20 September 2012	Modification of the Project Approval to re-orient and reposition the warehouse to be constructed on lot 1A, this involved rotating the building to 180 degrees and siting it in a similar position to that originally approved.
Mod 2 to concept plan and Mod 5 to Project Approval	5 March 2013	Modification of subdivision layout, shape and location of the estate stormwater basin, bulk earthworks, pad levels, staging and the importation of fill.
Mod 6 to Project Approval	10 May 2013	Relocation of the swing and sliding gates at the truck entry, increase of office floor space within the approved building footprint and provision of storage and workshop areas within the approved building footprint.

Additional applications have also been approved and lodged with Fairfield City Council to carry out earthworks, construct built form and use of the facility. A summary of these applications and their status is provided in **Table 2** below.

Application No.	Date of Lodgement/Approval	Description
1084.1/2011	Approved 12 August 2013	Lot 1B – Construction of a warehouse and distribution facility and associated parking and landscaping works
1084.2/2011	Lodged 11 October 2013	Lot 1B – Modification of conditions pertaining to stormwater and design.
699.1/2013	Lodged 11 October 2013	Lot 1B – Use of premises as a warehouse and distribution centre by DHL
Ref 652.1/2013	Lodged 24 September 2013	<ul style="list-style-type: none"> - Earthworks to construct pad levels on lots 3A, 3B and 4 and associated construction of retaining walls. - Construction of an extension to the

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		<p>Estate Road through the south of the site and associated earthworks.</p> <ul style="list-style-type: none"> - Construction of a biodiversity basin in the west of the site and associated earthworks. - Landscaping associated with the Estate Road extension and the bio retention basin. - Implementation of infrastructure including sewer, power, telecommunication and gas. Construction of sewer lines to service the site and link into the Sydney Water network.
396.1/2013	Approved 14 October 2013	<ul style="list-style-type: none"> - Stormwater biodiversity basin of 7.6m wide and 0.7m depth including: - 500mm basin filter material. - Scour protection rip rap. - 1500 x 1500 grated stormwater inlet with raised grate. - Stormwater outlets. - 3 metre access track along the eastern boundary.

A full copy of the plans and specialist reports supporting the existing approvals and applications currently under assessment are attached at a **Appendices 1 and 2** which demonstrates the relationship with the subject SSD proposal.

1.6 STATEMENT OF COMMITMENTS & CONCEPT PLAN APPROVAL

As part of the Concept Plan Approval, Goodman is required to carry out future development in accordance with the following commitments. Comments provided with respect to the proposed development and how these commitments are satisfied is addressed hereunder in **Table 3**:

Table 3 – Statement of Commitments - Oakdale Central Concept Approval		
Item No.	Commitment	Comment
<i>B.1</i>	<i>Goodman will implement all practicable measures to prevent and/or minimise any harm to the environment that may result from the construction and/or operation of the Oakdale CENTRAL project.</i>	The proposed development is deemed consistent with this commitment.
<i>B.2</i>	<p><i>Goodman will carry out the Oakdale CENTRAL project generally in accordance with the:</i></p> <p><i>(a) Concept Plan;</i> <i>(b) EA;</i> <i>(c) Drawing, CP1.02(A) CENTRAL Concept Plan (CP#1) – Scope of Application</i> <i>(d) statement of commitments; and</i> <i>(e) conditions of the approval.</i></p>	The proposed development is generally consistent with the requirements specified in this commitment.
<i>B.3</i>	<i>If there is any inconsistency between the above, the conditions of the approval shall prevail to the extent of the inconsistency.</i>	Not relevant to the proposal.
<i>B.4</i>	<i>Goodman will comply with any reasonable requirement/s of the Director-General arising from</i>	Not relevant to the proposal.

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	<p><i>the Department's assessment of:</i></p> <p><i>(a) any reports, plans, strategies, programs or correspondence that are submitted in accordance with the approval; and</i></p> <p><i>(b) the implementation of any actions or measures contained in these reports, plans, strategies, programs or correspondence.</i></p>	
B.5	<p><i>Goodman will enter into an agreement/s with the NSW Government and/or Council as part of applicable project applications, in accordance with Division 6 of Part 4 of the EP&A Act, to provide the development contributions for the Oakdale CENTRAL project as outlined in Section 6.5 of the EA.</i></p>	<p>A Voluntary Planning Agreement (VPA) has been executed that deals with the payment of Developer contributions. This agreement confirms that Section 94A contributions are payable based on the cost of works,</p> <p>A copy of the VPA (as amended) is attached as Appendix 2.</p>
C.1.1	<p><i>Goodman will prepare Erosion and Sediment Control Plans / Soil and Water Management Plans to accompany each project application involving ground disturbance (apart from minor works), to the satisfaction of the approval authority. The plans will:</i></p> <p><i>(a) be consistent with the requirements of Landcom's (2004) Managing Urban Stormwater: Soils and Construction manual;</i></p> <p><i>(b) identify activities that could cause soil erosion and generate sediment;</i></p> <p><i>(c) describe measures to minimise soil erosion and the potential for the transport of sediment to downstream waters;</i></p> <p><i>(d) describe the location, function, and capacity of erosion and sediment control structures; and</i></p> <p><i>(e) describe what measures would be implemented to maintain the structures over time,</i></p>	<p>The proposed development includes an Erosion and Sediment Control Plan (see Appendix 7). The Plan has been prepared in accordance with the requirements outlined in the commitment.</p>
C.1.2	<p><i>Goodman will prepare Salinity Assessment and Management Plans as part of detailed geotechnical investigations for the development of the Oakdale CENTRAL project, to the satisfaction of the Director-General. The plans will:</i></p> <p><i>(a) be prepared prior to the commencement of construction of any project involving ground disturbance (apart from minor works);</i></p> <p><i>(b) be prepared in accordance with applicable guidelines, including the Western Sydney Salinity Code of Practice (2003) and Site Investigations for Urban Salinity (2002);</i></p> <p><i>(c) assess salinity risk on the site, based on soil and (where applicable) groundwater testing and investigation;</i></p> <p><i>d) where applicable, describe the measures that would be implemented to minimise and manage salinity risk; and</i></p> <p><i>(e) describe the measures that would be</i></p>	<p>A Salinity Assessment and Management Plan was prepared for the DHL Logistics Hub Project Application. This plan can be updated to include sites 1C, 2B and 3 prior to commencement of construction on the subject estate allotments.</p>

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	<i>implemented to monitor salinity risk during construction and operation of the project/development.</i>	
C.1.3	<i>Goodman will participate in the Regional Rainwater Harvesting Scheme as described in the Concept Plan, for all buildings within the Oakdale CENTRAL site (apart from very small buildings where no significant water saving benefit is realised), to the satisfaction of the approval authority. Prior to the commencement of operations for applicable projects/development, Goodman will demonstrate that it has provided the necessary infrastructure to enable roof stormwater to be collected, stored and separately discharged, to the satisfaction of the approval authority.</i>	Section 6.5 of the EIS and Appendix 7 discusses stormwater harvesting in relation to Lots 1C, 2B and 3.
C.1.4	<i>Goodman will prepare Stormwater Management Strategies to accompany each project application involving development of new stormwater infrastructure, to the satisfaction of the approval authority. The strategies will:</i> <i>(a) be consistent with the Oakdale ESTATE Water Sensitive Urban Design Strategy, unless otherwise agreed by the approval authority; and</i> <i>(b) demonstrate that the proposed stormwater scheme would comply with the performance criteria (stormwater quantity and quality) in the Oakdale ESTATE Water Sensitive Urban Design Strategy.</i>	A Stormwater Management Strategy has been prepared for the subject application (see Appendix 7). The strategy is considered consistent with the Oakdale Estate Water Sensitive Urban Design Strategy.
C.1.5	<i>Goodman will prepare detailed Stormwater Management Plans for projects involving development of new stormwater infrastructure, to the satisfaction of the approval authority. The plans will:</i> <i>(a) be prepared in consultation with the applicable Council/s, and be submitted to the approval authority for approval prior to the commencement of construction of applicable projects;</i> <i>(b) be consistent with the Oakdale ESTATE Water Sensitive Urban Design Strategy, unless otherwise agreed by the approval authority;</i> <i>(c) include detailed plans showing the proposed stormwater management scheme for the site, including any rainwater harvesting infrastructure;</i> <i>(d) fully detail measures to incorporate the Category 3 streams into the stormwater scheme, in accordance with DWE's Watercourse and Riparian Area Planning, Assessment and Works Design Guideline (Draft Version 1: January 2007);</i> <i>(e) demonstrate that the proposed stormwater scheme would comply with the performance criteria in the Oakdale ESTATE Water Sensitive Urban Design Strategy; and</i> <i>(f) describe how the efficiency and</i>	A Stormwater Management Plan has been prepared (Appendix 7) which details the scheme for the proposal.

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	<i>effectiveness of the proposed scheme would Be monitored and maintained over time.</i>	
C.1.6	<i>Goodman will recycle all sewage generated on the site for use in toilet flushing, airconditioning and irrigation, unless otherwise approved by the approval authority.</i>	A Sewerage Management Plan & Recycled Water Irrigation Management Plan was prepared and approved by the NSW Department of Planning and Infrastructure as part of the Concept Plan approval. Currently sewerage is directed to a holding tank and collected and removed. It is anticipated that this will remain the preferred method of disposal until a regional sewer main is available in the area.
C.1.7	<i>Goodman will prepare Sewage Management Strategies to accompany each project application involving development of new estate sewerage infrastructure, to the satisfaction of the approval authority. The strategies will:</i> <i>(a) be consistent with the Oakdale ESTATE Sewer Servicing Strategy;</i> <i>(b) describe the proposed sewage management scheme for the project, including;</i> <i>• estimated sewage generation rates;</i> <i>• sewage treatment type;</i> <i>• effluent criteria; and</i> <i>• recycled water disposal/irrigation.</i>	The East St Clair sewer carrier is been developed to service the estate in perpetuity in consultation with Sydney Water. Accordingly, a Sewerage Management Strategy is not required.
C.1.8	<i>Goodman will prepare Recycled Water Irrigation Management Plans for projects involving development of new estate sewerage infrastructure, to the satisfaction of the approval authority. The plans will:</i> <i>(a) be prepared in consultation with the DECC and Council, and be submitted to the approval authority for approval prior to the commencement of operation of applicable projects;</i> <i>(b) be consistent with the DECC's Environmental Guidelines: Use of Effluent by Irrigation and other applicable guidelines; and</i> <i>(c) fully describe:</i> <i>• the effluent irrigation site selection process;</i> <i>• site access arrangements</i> <i>• effluent transport and storage arrangements;</i> <i>• maximum loading rates;</i> <i>• the irrigation system, its management and operation of its control system;</i> <i>• soil erosion control;</i> <i>• stormwater control arrangements; and</i> <i>• monitoring, reporting and control systems.</i>	As per commitment C.1.6
C.1.10	<i>Goodman will undertake flood assessments for any development (apart from minor works) within the 1 in 100 year flood level (as shown on Figure 2.8), to the satisfaction of the approval authority. The</i>	The proposed development is not located within the 1 in 100 year flood level.

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	<i>assessments will accompany any project application that involves development within the flood affected area.</i>	
C.1.11	<i>Goodman will prepare a Flood Evacuation Strategy for any employment-related development (apart from minor works) within the probable maximum flood level, to the satisfaction of the approval authority. The strategy will be prepared prior to operation of the relevant development.</i>	The proposed development is not located within the 1 in 100 year flood level.
C.2.1	<i>Goodman will develop a noise model to manage noise emissions from the Oakdale CENTRAL project, to the satisfaction of the Director-General. This model will:</i> <i>(a) be prepared by a suitably qualified expert in consultation with DECC;</i> <i>(b) be submitted to the Director-General for approval within 3 months of Concept Plan approval;</i> <i>(c) be based on the criteria identified in Tables C.1 to C.3 below.</i>	A Noise Report was prepared by SLR as part of the Concept Plan Approval. An additional Noise Impact Assessment Report has been prepared to accompany this EIS (see Appendix 11). The noise impacts associated with the proposed development are considered satisfactory.
C.2.2	<i>Goodman will prepare Noise Impact Assessments to accompany each project application involving significant construction, operational and/or traffic noise generation. The assessments will:</i> <i>(a) be prepared in accordance with applicable guidelines, including the NSW Industrial Noise Policy, Environmental Noise Control Manual and Environmental Criteria for Road Traffic Noise;</i> <i>(b) consider the proposed project in relation to the Oakdale noise model and the noise criteria listed above; and</i> <i>(c) where relevant, consider measures to minimise, mitigate, and manage noise emissions from the project.</i>	Section 6.7 of this EIS deals with the potential noise issues associated with the development.
C.3.1	<i>Goodman will carry out all reasonable and feasible measures to minimise dust generated by the Oakdale CENTRAL project, particularly during construction and bulk earthworks.</i>	Section 6.8 of the EIS deals with the measures to be undertaken to minimise dust generated by the development on Lots 1C, 2B and 3 (see Appendix 13) and includes measures to minimise air pollution during construction works.
C.4.1	<i>Goodman will establish and conserve the vegetation identified in Table C.4 below, in the riparian areas of Ropes Creek (and Ropes Creek tributary), to offset the vegetation clearing required by the Oakdale CENTRAL project and to improve local and regional ecological habitat function.</i>	The proposed development does not affect the vegetation mentioned in this commitment.
C.4.2	<i>Goodman will prepare and implement a Vegetation Management Plan for the Oakdale CENTRAL project, to the satisfaction of the Director-General. The plan will:</i> <i>(a) be prepared by suitably qualified expert/s in consultation with DECC, DWE and Council;</i> <i>(b) be submitted to the Director-General</i>	The Concept Plan (as modified) requires 10.07ha of land to be established for environmental conservation. The proposed development of Lots 1C, 2B and 3 does not affect the vegetation management area. A Vegetation Management Plan has been prepared and approved for the entire estate. This Plan is dated 14 June 2011

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	<p>for approval within 6 months of Concept Plan approval;</p> <p>(c) be prepared in accordance with the DWE guidelines <i>How to Prepare a Vegetation Management Plan – DRAFT Version 6: January 2007</i>;</p> <p>(d) establish performance and completion criteria for the offset and enhancement strategy;</p> <p>(e) include detailed plans:</p> <ul style="list-style-type: none"> identifying the vegetation to be retained/removed and areas to be rehabilitated; indicating the measures to be implemented to: <p>o revegetate the areas to be rehabilitated, including plant material, densities and species mix (consisting of native trees, shrubs and groundcover species local to the area); and</p> <p>o prevent damage to riparian zones.</p>	<p>(prepared by AECOM) and a subsequent addendum has been prepared to support the Development Application to Fairfield Council for bulk earthworks. Section 6.6 of this EIS identifies the areas of the estate to which this plan pertains.</p>
C.5.1	<p>Goodman will prepare and implement an Aboriginal Heritage Management Plan for the Oakdale CENTRAL project, to the satisfaction of the Director-General. The plan will:</p> <p>(a) be prepared in consultation with DECC and the Aboriginal communities;</p> <p>(b) be submitted to the Director-General for approval prior to the disturbance of any Aboriginal object or site;</p> <p>(c) include a:</p> <ul style="list-style-type: none"> program for intensive surface survey of the identified low-moderate archaeological sensitivity areas (as shaded on Figure 2.11 of the EA); detailed salvage program and management plan for all Aboriginal sites within the project disturbance area; detailed description of the measures that would be implemented to protect Aboriginal sites outside the project disturbance area; description of the measures that would be implemented if any new Aboriginal objects or skeletal remains are discovered during the project; and protocol for the ongoing consultation and involvement of the Aboriginal communities in the conservation and management of Aboriginal cultural heritage on the site. 	<p>An Aboriginal Archaeological Assessment was conducted as part of the Oakdale Central concept plan application. This assessment identified two potential archaeological deposits within the Oakdale Central site. The two deposits were removed via a Section 90 Consent to destroy under the National Parks and Wildlife Act 1974.</p> <p>A further Aboriginal Archaeological Assessment was also conducted as part of the Earthworks Development Application under assessment with Fairfield City Council.</p> <p>Section 6.10 of the EIS addresses the impacts associated with earthworks on the site and establishes a protocol for dealing with matters as they arise in accordance with the commitment.</p>
C.6.1	<p>Goodman will ensure that the regional and internal road network and parking associated with the Oakdale CENTRAL project are designed, constructed and maintained in accordance with the latest versions of the Australian Standards AS 2890.1:2004, AS 2890.2:2002 and AUSTROADS.</p>	<p>These matters have been addressed in the Concept Plan, Project Application and subsequent applications currently under assessment.</p>
C.7.1	<p>Goodman will prepare Landscape Plans to accompany each project application (apart</p>	<p>A landscape plan has been prepared for the site (see Appendix 8) and is</p>

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	<i>from minor works), to the satisfaction of the approval authority. The Landscape Plans will be prepared in a manner that is consistent with the Oakdale CENTRAL Urban Design and Landscape Report, and the Draft Oakdale ESTATE Landscape Masterplan.</i>	consistent with the Oakdale Central Urban Design and Landscape Report and the Draft Oakdale Estate Landscape Masterplan.
C.7.2	<i>Goodman will prepare a Signage Strategy for the Oakdale CENTRAL project, to the satisfaction of the Director-General. The strategy will be prepared in consultation with Council, and be submitted to the Director-General for approval within 3 months of the date of Concept Plan approval.</i>	This will be submitted under separate cover.
C.8.1	<i>Goodman will develop the Oakdale CENTRAL project to provide defensible spaces, access provisions, water supplies for fire-fighting operations and construction standards in accordance with the Oakdale ESTATE Bushfire Assessment and the aims, objectives and provisions of Planning for Bushfire Protection 2006.</i>	The proposed development includes defensible spaces, as hardstand areas are provided all the way around the proposed warehouse (which also provides access to all parts of the building for fire fighting purposes). The proposed development also includes a water supply for fire fighting operations. The proposed development is not inconsistent with the Oakdale Estate Bushfire Assessment which was prepared as part of the Concept Plan.
C.9.1	<i>Goodman will consider measures to reduce energy and resource use in each project application (apart from minor works).</i>	The proposed development, through consideration of Section J of the BCA, will include measures to reduce energy and resources. A sustainable design report accompanies this application (Appendix 9).
C.10.1	<i>Goodman will prepare and implement an Environmental Management Strategy for the Oakdale CENTRAL project, to the satisfaction of the Director-General. This strategy will:</i> <i>(a) be submitted to the Director-General for approval within 3 months of the date of Concept Plan approval;</i> <i>(b) describe in broad terms the proposed environmental management strategy for the Oakdale CENTRAL project;</i> <i>(c) identify the person who would be responsible for overseeing the environmental management of the Oakdale CENTRAL project, and provide contact details for this person;</i> <i>(d) describe the procedures that would be implemented to:</i> <i>• keep the relevant agencies informed about the progress of the project;</i> <i>• receive, handle, respond to, record and report any complaints about the project;</i> <i>• resolve any disputes that may arise during the project; and</i> <i>• respond to any non-compliances.</i> <i>(e) include construction noise and dust management plans.</i> <i>Goodman will update this strategy to the satisfaction of the Director-General every 3 years, or as directed by the DG</i>	This will be submitted prior to construction commencing on the subject estate allotments.

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The proposed SSD application results in some minor variations to the Concept Plan (as modified) in terms of the road layout and the subdivision pattern (pertaining to Lots 3A & 3B). A comparative analysis against the approved Concept Plan and the proposed layout of the subject proposal is provided below (**Figures 1 and 2** respectively).

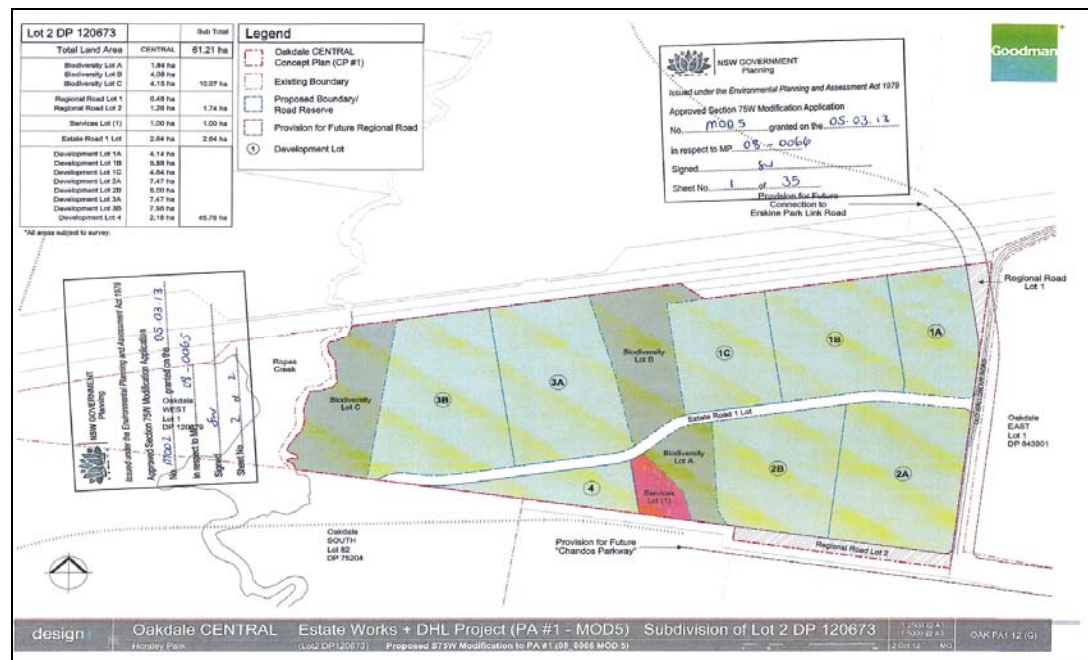


Figure 1: Approved Concept Plan (Design +, 2013)

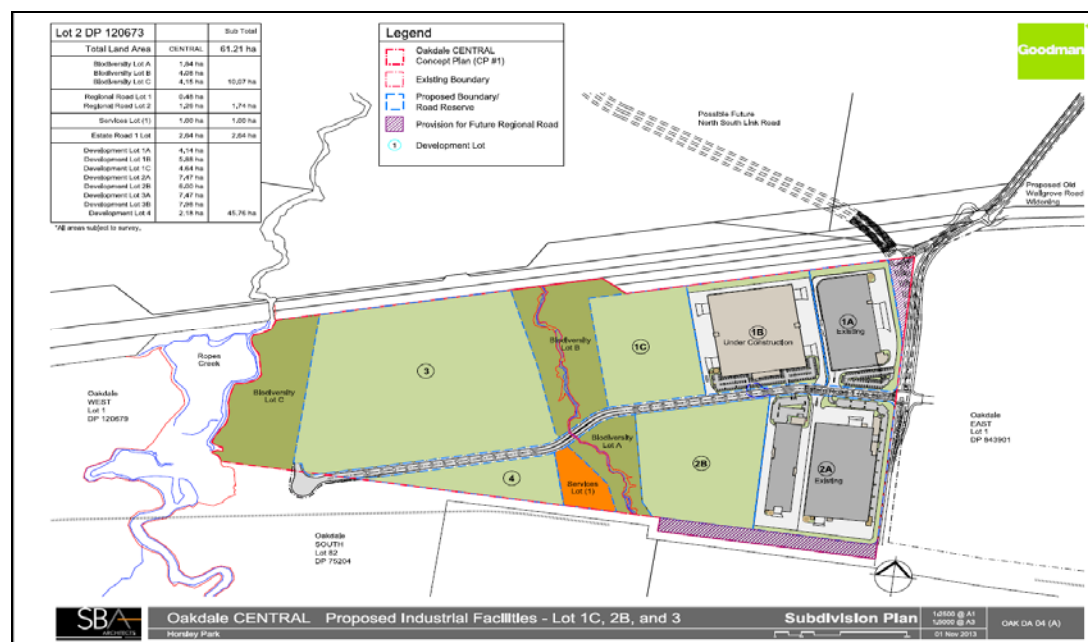


Figure 2: Proposed estate layout of SSD proposal (SBA, 2013)

Consistency with the Concept Plan Approval is demonstrated through the following comparison against Condition 1 set out in the Terms of Approval (as modified):

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Table 4 - Proposed SSD comparison to existing Concept Plan	
<i>Terms of Approval – Condition 1</i>	<i>SSD Proposal</i>
<i>(a) subdivision of the site;</i>	No change with the exception of Lot 3 configuration
<i>(b) bulk earthworks across the site;</i>	No change
<i>(c) development of a regional distribution park of warehouses, distribution centres and freight logistic facilities, consisting of:</i> <ul style="list-style-type: none"> - 45.76 hectares for employment generating uses; - 1.74 hectares for regional road reserves; - 1.0 hectares for services; - 2.64 hectares for local road reserves; - 10.07 hectares for environmental conservation; and - upgrade of Old Wallgrove Road and the Old Wallgrove Road/ Wallgrove Road intersection to service the site; 	Areas proposed as follows: <ul style="list-style-type: none"> - 45.76 hectares for employment generating uses; - 1.74 hectares for regional road reserves; - 2.64 hectares for local road reserves; - 1.0 hectares for services; - 10.07 hectares for environmental conservation
<i>(d) provision of a range of associated infrastructure to provide essential services to the site; and</i>	No change
<i>(e) provision of a range of ancillary developments/facilities to service the site including child care facilities, neighbourhood shops, and recreational facilities.</i> <p><i>Note: The general scope of this approval is depicted in the:</i></p> <ul style="list-style-type: none"> - modified concept master plan (see Appendix 1); and - plan of subdivision of Lot 2 DP 120673, as detailed in drawing Estate Works + DHL Project (PA#1 – MOD5) Subdivision of Lot 2 DP 120673 OAK PA1 12(G) dated 2 October 2012 	No change

As demonstrated above, there is no material change to the schedule of areas, however Lots 3A and 3B are being consolidated to accommodate a single facility. There is also a minor extension to the estate road to provide a turning head.

At the time of writing this EIS, a Section 75W Modification Application was being prepared to submit concurrently with the SSD proposal seeking consent for the minor modifications.

In terms of the other conditions contained within the Concept Plan, the proposal as submitted is deemed consistent as demonstrated below in **Table 5**:

Table 5 - Proposed SSD comparison to existing Concept Plan	
Conditions (as modified)	Proposed SSD
2. Within 3 months of the modified concept plan approval, unless otherwise agreed by the Director- General, the Proponent shall: <ul style="list-style-type: none"> <i>(a) submit a staging plan for the provision of all infrastructure for the project and likely timeframes, including for the provision of a sewage treatment facility;</i> <i>(b) revise the Oakdale Central Concept Plan Controls to include targets and objectives for minimising energy consumption, maximising</i> 	This has been addressed under separate cover.

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<p><i>energy efficiency and reducing greenhouse gas emissions;</i></p> <p>(c) <i>revise the conceptual Landscape Management Plan for the Oakdale Central Precinct to detail the integration of</i></p> <ul style="list-style-type: none"> - <i>subsequent development/project applications with the DHL Logistics Hub project; and</i> - <i>riparian vegetation, stormwater management, public open space and recreation facilities and pedestrian and cycleways; and</i> <p>(d) <i>provide a Transport Management Accessibility Plan for Oakdale Central incorporating the DHL Logistics Hub project.</i></p>	
<p>3. <i>This approval does not allow any components of the project to be carried out without further approval or consent being obtained.</i></p>	<p>The subject application is submitted in accordance with this condition.</p>
<p><i>Condition 4 deleted under MOD1</i></p>	<p>N/A</p>
<p>5. <i>The Proponent shall ensure the sewage treatment facility is designed in a manner that allows the system to be connected to Sydney Water's sewerage system.</i></p>	<p>A sewerage carrier is being designed in consultation with Sydney Water. Presently, there is an interim wastewater holding tank collecting sewer from the existing DHL facilities that has a section 68 approval from Fairfield Council.</p>
<p>6. <i>The proponent shall ensure that the noise generated by the project does not exceed the noise impact assessment criteria in Table 1.</i></p>	<p>A detailed assessment is provided in Section 6.7 which demonstrates compliance with this condition.</p>
<p>7. <i>The Proponent shall ensure that all development on site is carried out generally in accordance with the:</i></p> <ul style="list-style-type: none"> (a) <i>concept plan (see condition 1 above);</i> (b) <i>statement of commitments; and</i> (c) <i>conditions of this approval.</i> 	<p>The proposal achieves consistency with this condition as demonstrated in Tables 2 and 3.</p>
<p>8. <i>If there is any inconsistency between the above, then the most recent plan/document shall prevail to the extent of the inconsistency. However, the conditions of this approval shall prevail to the extent of any inconsistency.</i></p>	<p>Noted.</p>
<p>9. <i>The Proponent shall ensure that in seeking approval for the implementation of the various industrial buildings, the application includes:</i></p> <ul style="list-style-type: none"> (a) <i>a detailed description of the layout and design of the proposed development;</i> (b) <i>an assessment demonstrating that this layout and design is generally consistent with the modified Oakdale Central Concept Plan Controls;</i> (c) <i>satisfactory arrangements for local and regional infrastructure;</i> (d) <i>building design including:</i> <ul style="list-style-type: none"> - <i>consideration of the height, bulk and scale of the proposed buildings;</i> - <i>an assessment of compliance with the Building Code of Australia;</i> - <i>water and energy requirements and opportunities for incorporating efficiency measures;</i> - <i>a detailed infrastructure plan for the provision of the following:</i> 	<p>The DGRs issued by DoP&I in relation to the subject proposal are generally consistent with the requirements set out in this condition and have been addressed throughout this EIS.</p>

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- *water supply, sewer, gas, electricity, telecommunications services;*
- *fire-fighting services, including the location and design of fire access roads;*
- *external lighting;*
- *stormwater management, including the provision of any regional rainwater harvesting infrastructure;*
- *parking and access, including bicycle facilities;*
- (f) *details of a program to monitor stormwater controls and stormwater quantity and quality, including flows and amounts of pollutants discharging to local waters;*
- (g) *a detailed landscape plan using predominantly endemic species and details of the areas to be landscaped, including the location and species for all plantings.*
- (h) *a description of the measures that would be implemented to:*
 - *monitor and maintain the infrastructure and landscaping on site over time;*
 - *minimise energy and water use on site;*
 - *avoid, minimise, reuse and recycle waste;*
- (i) *a noise assessment of the proposed development in accordance with the NSW Industrial Noise Policy including:*
 - *demonstration that the operational noise generated by the proposed development and any other development on the project site would not exceed the noise criteria detailed in Table 1; and*
 - *demonstration that the traffic noise generated by the proposed development and any other development on site would not exceed the noise criteria in the DECC's Environmental Criteria for Road Traffic Noise;*
- (j) *an assessment of soil and groundwater salinity;*
- (k) *a flood assessment;*
- (l) *a greenhouse gas assessment;*
- (m) *a traffic assessment of the proposed development prepared in accordance with the RTA's Guide to Traffic Generating Developments including:*
 - *an assessment of the number of vehicles to be generated by the proposed development;*
 - *identification of transport routes to be utilised by traffic generated by the proposed development;*
 - *demonstration that traffic generated by the proposed development and*

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<p><i>any other development on site could be safely accommodated by the road network;</i></p> <ul style="list-style-type: none"> - <i>details of any road upgrades; and</i> - <i>a sustainable travel plan including measures to increase non car travel, such as cycling and public transport;</i> <p>(n) <i>an air quality assessment of the proposed development;</i></p> <p>(o) <i>a hazard assessment in accordance with State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33) and Applying SEPP 33 (DUAP, 1994); and</i></p> <p>(p) <i>a construction management plan, containing a:</i></p> <ul style="list-style-type: none"> - <i>noise and dust management plan;</i> - <i>soil and water management plan, prepared in accordance with Landcom's Managing Urban Stormwater: Soils and Construction guidelines;</i> - <i>traffic management plan;</i> - <i>aboriginal heritage management plan that has been prepared in consultation with the DECC and relevant Aboriginal groups; and</i> - <i>waste management plan.</i> 	
<p>10. <i>The Proponent shall ensure that in seeking approval for the implementation of the water supply/harvesting infrastructure, the application includes:</i></p> <ul style="list-style-type: none"> (a) <i>details of consultation with relevant government agencies including Council, SCA, NSW Department of Health and Sydney Water;</i> (b) <i>detailed description of the design, and ongoing management and maintenance of the infrastructure;</i> (c) <i>satisfactory arrangements for local and regional infrastructure;</i> (d) <i>details of water and energy requirements for the site including water supply source, sustainability of its usage, and opportunities to incorporate water and energy efficiency measures;</i> (e) <i>details on the water treatment proposed for all drinking water produced by the water treatment plant and demonstrate compliance with the National Health and Medical Research Council's Drinking Water Guidelines 2004 and subsequent guidelines;</i> (f) <i>an assessment of the potential impacts of the infrastructure, including:</i> <ul style="list-style-type: none"> - <i>potential hazards and risks associated with the construction and operation of the infrastructure, and in particular the water treatment plant. A preliminary risk screening must be completed in accordance with State Environmental Planning Policy No. 33</i> 	<p>All associated infrastructure for which approval has been sought previously complies with the requirements set out in the condition.</p>

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<ul style="list-style-type: none"> - <i>Hazardous and Offensive Development (SEPP 33) and Applying SEPP 33 (DUAP, 1994), and where necessary, a Preliminary Hazard Analysis undertaken;</i> - <i>an assessment of wastes generated during construction and operation and methods for recycling, treatment, storage and disposal of the waste;</i> - <i>an assessment of noise generated during construction and operation and demonstration that the operational noise generated by the proposed development and any other development on site would not exceed noise criteria detailed in Table 1;</i> - <i>an assessment of soil and groundwater salinity;</i> - <i>a flood assessment;</i> - <i>an assessment of any other significant issues identified during the design of the infrastructure; and</i> - <i>a description of the measures that would be implemented to avoid, minimise, mitigate, offset, manage and/or monitor the impacts; and</i> - <i>a construction management plan, containing a:</i> <ul style="list-style-type: none"> - <i>noise and dust management plan;</i> - <i>soil and water management plan, prepared in accordance with Landcom's Managing Urban Stormwater: Soils and Construction guidelines. The plan must include details of water supply requirements for construction, management of wastewater during construction and any approvals/licences required;</i> - <i>waste management plan;</i> - <i>traffic management plan;</i> - <i>aboriginal heritage management plan that has been prepared in consultation with the DECC and relevant Aboriginal groups; and</i> - <i>a complaints management plan detailing the procedures that would be implemented to receive, handle, respond to and record any complaints that are received.</i> 	
<p>11. The Proponent shall ensure that in seeking approval for the implementation of the sewerage system, the application includes:</p> <ul style="list-style-type: none"> (a) <i>details of consultation with relevant government agencies including Council, NSW Health and Sydney Water;</i> (b) <i>detailed description of the design, and ongoing management and maintenance of the infrastructure, including:</i> <ul style="list-style-type: none"> - <i>detailed technical specifications; operation of the wastewater treatment works</i> 	<p>Consultation has occurred with the relevant authorities for the East St Clair sewer carrier. As such, no works are proposed for sewerage system under this application.</p>

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- (treatment processes, disinfection methods, effluent quantity and quality, overflow performance, etc);*
- *wet weather storage requirements;*
 - *chemical use and storage;*
 - *effluent storage and management (location, capacity, overflows, etc);*
 - *biosolids treatment and management processes, including storage, transport and recycling or disposal; and*
 - *opportunities to incorporate water and energy efficiency measures;*
- (c) *details of the timing for the provision of a sewage treatment facility and for when the facility would connect to Sydney Water's sewerage system;*
- (d) *satisfactory arrangements for local and regional infrastructure;*
- (e) *where re-use is proposed, details regarding the beneficial re-use of treated effluent in accordance with DECC's Environmental Guidelines: Use of Effluent by Irrigation, relevant National Water Quality Management Strategy guidelines and other relevant guidelines;*
- (f) *where discharge of treated effluent is proposed, demonstration that DECC will issue a licence under the Protection of the Environment Operations Act 1997;*
- (g) *an assessment of the potential impacts of the infrastructure, including:*
- *an assessment of the potential hazards and risks associated with the construction and operation of the infrastructure, and in particular the wastewater treatment works. A preliminary risk screening must be completed in accordance with State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33) and Applying SEPP 33 (DUAP, 1994), and where necessary, a Preliminary Hazard Analysis undertaken;*
 - *an assessment of odour and other emissions (including greenhouse gas emissions) and the management of these emissions;*
 - *an assessment of noise generated during construction and operation and demonstration that the operational noise generated by the proposed development and any other development on site would not exceed noise criteria detailed in Table 1;*
 - *an assessment of soil and groundwater salinity;*
 - *a flood assessment;*
 - *an assessment of any other significant issues identified during the design of the infrastructure; and*

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<ul style="list-style-type: none"> - a description of the measures that would be implemented to avoid, minimise, mitigate, offset, manage and/or monitor the impacts; and (h) a construction management plan, containing a: <ul style="list-style-type: none"> - noise and dust management plan; - soil and water management plan, prepared in accordance with Landcom's Managing Urban Stormwater: Soils and Construction guidelines. The plan must include details of water supply requirements for construction, management of wastewater during construction and any approvals/licences required; - waste management plan; - traffic management plan; - aboriginal heritage management plan that has been prepared in consultation with the DECC and relevant Aboriginal community groups; and - a complaints management plan detailing the procedures that would be implemented to receive, handle, respond to and record any complaints that are received. 	
<p>12. The Proponent shall ensure that in seeking approval for the implementation of any ancillary development/facilities, such as child care facilities and neighbourhood shops, the application includes:</p> <ul style="list-style-type: none"> (a) a detailed description of the layout and design of the proposed development; (b) an assessment justifying the suitability of the site and proposed use, having regard to any conflicts with the surrounding industrial area, such as conflicts associated with traffic, noise and air quality; (c) satisfactory arrangements for local and regional infrastructure; (d) an assessment demonstrating that this layout and design is generally consistent with the site development and urban design requirements for the modified Oakdale Central Concept Plan Controls and if there are any inconsistencies, then justification for these inconsistencies; (e) building design including: <ul style="list-style-type: none"> - consideration of the height, bulk and scale of the proposed buildings; - an assessment of compliance with the Building Code of Australia; - water and energy requirements and opportunities for incorporating efficiency measures; - details of the provision of infrastructure and utilities to the site, including the location and design of fire access roads; 	<p>No ancillary development is proposed under the subject application.</p>

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- (f) *a detailed landscape plan using predominantly endemic species only and details of the areas to be landscaped, including the location and species for all plantings;*
- (g) *a description of the measures that would be implemented to:*
 - *monitor and maintain the infrastructure and landscaping on site over time;*
 - *minimise energy and water use on site;*
 - *avoid, minimise, reuse and recycle waste;*
- (h) *a noise assessment of the proposed development in accordance with the NSW Industrial Noise Policy including:*
 - *demonstration that the operational noise generated by the proposed development and any other development on site would not exceed the noise criteria detailed in Table 1; and*
 - *demonstration that the traffic noise generated by the proposed development and any other development on site would not exceed the noise criteria in the DECC's Environmental Criteria for Road Traffic Noise;*
- (i) *a traffic assessment of the proposed development prepared in accordance with the RTA's Guide to Traffic Generating Developments including:*
 - *an assessment of the number of vehicles to be generated by the proposed development;*
 - *identification of transport routes to be utilised by traffic generated by the proposed development;*
 - *demonstration that traffic generated by the proposed development and any other development on site could be safely accommodated by the road network; and*
 - *a sustainable travel plan including measures to increase non car travel, such as cycling and public transport;*
- (j) *an assessment of soil and groundwater salinity;*
- (k) *a flood assessment;*
- (l) *an air quality assessment of the proposed development; and*
- (m) *a construction management plan, containing a:*
 - *noise and dust management plan;*
 - *soil and water management plan, prepared in accordance with Landcom's Managing Urban Stormwater: Soils and Construction guidelines;*
 - *traffic management plan;*

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<ul style="list-style-type: none">- <i>aboriginal heritage management plan that has been prepared in consultation with the DECC and relevant Aboriginal community groups; and</i>- <i>waste management plan.</i>	
13. <i>This approval shall lapse if the Proponent does not physically commence the proposed development associated with this concept plan within 5 years of the date of this approval.</i>	Works have physically commenced on the site, therefore the approval has been activated.

1.7 THE PROPONENT

The proponent is Goodman Property Services (Aust) Pty Ltd. See **Table 6** for contact details.

Table 6 – Contact Details	
Contact Name	Will Dwyer
Position	Head of Strategic Planning
Company Details	Goodman Property Services Pty Ltd
	Level 17, 60 Castlereagh Street
	Sydney, NSW 2000
Contact Number	Ph: 9230 7312

1.8 CAPITAL INVESTMENT VALUE

The capital investment of this project is estimated at AU\$88,880,000.00 (eighty eight million, eight hundred eighty thousand dollars), subject to final costing and tender clarifications. It is noted that this does not include the cost of the road works which is still being estimated but likely to be in the vicinity of AU\$20,000,000.00.

1.9 DIRECTOR-GENERALS REQUIREMENTS

Application to receive the DGRs was submitted to DoP&I on 4 August 2013 (Reference: SSD-6078). The DGRs were subsequently issued on 04 October 2013.

The DGRs issued are annexed as **Appendix 1**. An overview of how the requirements have been satisfied within the EIS is outlined in **Table 7**. This document is also consistent with the minimum requirements for Environmental Impact Statements in clauses 6 and 7 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.

Table 7 – Overview of How DGR's Have Been Satisfied	
General Requirements	Satisfied by...
<ul style="list-style-type: none">▪ <i>detailed description of the development, including:</i><ul style="list-style-type: none">- <i>need for the proposed development;</i>- <i>justification for the proposed development;</i>- <i>likely staging of the development;</i>- <i>likely interactions between the development and existing, approved and proposed operations in the vicinity of the site;</i>- <i>layout and design, including plans of any proposed building works;</i>- <i>written and graphical description of the proposed infrastructure and service provision (including any required off-site upgrades)</i>	Part C provides details on the particulars of the proposed development along with the need and justification.

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<ul style="list-style-type: none"> an assessment demonstrating that the proposed development is consistent with the modifications, terms of approval, and Statement of Commitments for the Oakdale Central Concept Plan (MP 08_0065); 	Part A addresses the existing approvals which relate to the site having regard to the proposed development and Statement of Commitments in place under the Concept Plan.
<ul style="list-style-type: none"> a detailed background and history of the site, including copies of all relevant planning approvals and any current development applications under assessment with Fairfield City Council; 	Part A provides an overview of all approvals current applications which relate to the site. Full copies of these documents are annexed to the EIS.
<ul style="list-style-type: none"> consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments; 	Part D outlines the strategic and legislative context.
<ul style="list-style-type: none"> risk assessment of the potential environmental impacts of the development, identifying the key issues for further assessment; 	Part E provides a detailed environmental risk assessment.
<ul style="list-style-type: none"> detailed assessment of the 'key issues' specified below, and any other significant issues identified in the above risk assessment, including: <ul style="list-style-type: none"> 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 and if necessary, offset the potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage any significant risks to the environment; and 	<p>Part B provides a Site Analysis detailing existing site conditions.</p> <p>Part F provides an environmental assessment and identifies all mitigation measures to manage risks to the environment.</p>
<ul style="list-style-type: none"> a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS. 	Part G provides a draft Statement of Commitments which identifies ongoing measures to ensure sufficient environmental management measures.
<p>The EIS must also be accompanied by:</p> <ul style="list-style-type: none"> a report from a qualified quantity surveyor providing: <ul style="list-style-type: none"> a detailed calculation of the capital investment value (as defined in clause 3 of the Environmental Planning and Assessment Regulation 2000) of the proposal, including details of all assumptions and components from which the CIV calculation is derived; certification that the information provided is accurate at the date of preparation; and 	<p>A cost report is annexed in Appendix 4 which details the Capital Investment Value in accordance with clause 3 of the Environmental Planning & Assessment Regulation 2000.</p> <p>The cost of road works are estimated at circa AU\$20 Million which is currently being finalised.</p>
<ul style="list-style-type: none"> a close estimate of the jobs that will be created by the development during the construction and operational phases of the development. 	Part C provides an outline of the proposed development and an estimate of jobs that will be created, both during construction and once the facilities are operational.
Key Issues	Satisfied by...

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Oakdale Central Estate, Horsley Park – Construction of Warehouse and Distribution Facilities – Lots 1C, 2B & 3

<ul style="list-style-type: none"> ▪ <i>Strategic Context – including:</i> <ul style="list-style-type: none"> - <i>demonstration that the proposal is consistent with the aims and objectives of the State Plan – NSW 2021; draft Metropolitan Strategy for Sydney to 2031; draft West Central & South West Subregional Strategy; State Environmental Planning Policy (Western Sydney Employment Area) 2009; and, relevant Development Control Plans (DCPs); and</i> - <i>justification for the proposed site layout, considering the environmental constraints and suitability of the site.</i> 	<p>Part D outlines the legislative context.</p> <p>Part C provides a rationale for the proposed development having regard to environmental constraints and suitability of the site.</p> <p>The Strategic Context is also addressed in Section 6.2 under Part F.</p>
<ul style="list-style-type: none"> ▪ <i>Planning agreement/developer contributions</i> <ul style="list-style-type: none"> - <i>demonstration that satisfactory arrangements have been or would be made to provide, or contribute to the provision of, the necessary local and regional infrastructure required to support the development.</i> 	<p>Part E addresses the existing planning agreement in place developer contributions payable under this application.</p> <p>Section 6.3 provides additional information of the VPA status.</p>
<ul style="list-style-type: none"> ▪ <i>Traffic and Transport – including:</i> <ul style="list-style-type: none"> – <i>Details of key transport routes and traffic types and volumes likely to be generated during construction and operation;</i> – <i>assessment of predicted impacts on road safety and the capacity of the road network to accommodate the facility including current traffic counts, details of truck routes and modelling of key intersections including the intersections of:</i> <ul style="list-style-type: none"> o <i>Old Wallgrove Road / Estate Road 1,</i> o <i>Erskine Park Link Road / Old Wallgrove Road, and</i> o <i>Wallgrove Road / Old Wallgrove Road.</i> – <i>details of proposed site accesses, including detailed consideration of various access options, justification for the proposed location of the main access points and compliance with Australian Standards;</i> – <i>assessment of where off-site infrastructure works are required as a result of traffic impacts including detailed plans of any proposed road upgrades to cater for the future traffic demand;</i> – <i>details of the proposed public road along the southern boundary of the site, and the proposed roundabout at the end of Estate Road;</i> – <i>measures to be implemented to promote employee use of non-car travel modes such as public transport, cycling and walking; and</i> – <i>provision of onsite parking, including service vehicle access and parking, in accordance with the relevant standards and guidelines.</i> 	<p>A Traffic Impact Assessment has been prepared by Traffix (Appendix 10).</p> <p>Section 6.4 addresses Traffic and Transport considerations.</p>

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<ul style="list-style-type: none"> ▪ <i>Soil and Water – including:</i> <ul style="list-style-type: none"> – <i>a detailed assessment of potential soil, surface, flooding, groundwater and salinity impacts of the proposed development, including adequate mitigating and monitoring measures;</i> – <i>details of proposed erosion and sedimentation controls (during construction);</i> – <i>details of proposed stormwater management measures, including rainwater harvesting (during construction and operation);</i> – <i>an outline of the proposed water requirements, including a consolidated site water balance, details of water supply sources, usage data and efficiency measures;</i> – <i>details of the sewage treatment plant and management system that would service the entire site; and</i> – <i>details of spill containment and bunding.</i> 	<p>A Civil Engineering Design Report has been prepared by AT&L and is attached as Appendix 7 addressing Soil and Water considerations.</p> <p>Soil and Water considerations are addressed in Section 6.5</p>
<ul style="list-style-type: none"> ▪ <i>Biodiversity – including:</i> <ul style="list-style-type: none"> – <i>a summary of the ecological assessment of the site undertaken for the Concept Plan (MP 08_0065), including the relationship of both environmental conservation areas to the Concept Plan or other site approval (e.g. quarry approval); and</i> – <i>demonstration that the proposal will not alter the impacts on the environmental conservation land and the riparian zone(s) established under the Concept Plan, including compliance with the Offset & Enhancement Strategy and Vegetation Management Plan.</i> 	<p>Section 6.6 provides details of the potential impact on soil and water.</p>
<ul style="list-style-type: none"> ▪ <i>Noise – including:</i> <ul style="list-style-type: none"> – <i>Consideration of noise from the proposed construction and operation of the proposal with the noise criteria contained in the Concept Plan Approval (MP 08_0065); and</i> – <i>an assessment against the NSW Road Noise Policy.</i> 	<p>A detailed Noise Impact Assessment has been prepared by SLR consulting (Appendix 11).</p> <p>Noise matters are addressed in Section 6.8 of this EIS.</p>
<ul style="list-style-type: none"> ▪ <i>Air Quality and Odour - including:</i> <ul style="list-style-type: none"> – <i>an assessment of the potential air quality impacts (particularly dust) of the development on surrounding receivers, including impacts from construction, operation and transport;</i> – <i>an assessment of the potential odour impacts generated from the sewage treatment system; and</i> – <i>details of the proposed mitigation, management and monitoring measures.</i> 	<p>A detailed Air Quality Assessment has been prepared by SLR consulting (Appendix 14).</p> <p>Air quality matters are addressed in Section 6.8 of the EIS</p>
<ul style="list-style-type: none"> ▪ <i>Greenhouse Gas and Energy Efficiency - including:</i> <ul style="list-style-type: none"> – <i>a quantitative assessment of the potential Scope 1 and 2 greenhouse gas emissions of the development, and a qualitative assessment of the potential impacts of these emissions on the environment; and</i> – <i>a detailed description of the measures that would be implemented on site to ensure that the energy efficiency measures are consistent with the commitments made for the broader Oakdale site.</i> 	<p>A Sustainability Report has been prepared Cundall (Appendix 9).</p> <p>Greenhouse Gas and Energy Efficiency is addressed Section 6.9 of the EIS.</p>

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Oakdale Central Estate, Horsley Park – Construction of Warehouse and Distribution Facilities – Lots 1C, 2B & 3

<ul style="list-style-type: none"> ▪ <i>Heritage – Including:</i> <ul style="list-style-type: none"> – <i>consideration of the Aboriginal cultural heritage and archaeological assessments to ensure that the proposal is consistent with the commitments made for the broader Oakdale site; and</i> – <i>consideration of any potential impacts on the heritage listed Warragamba-Prospect Pipeline which remains underneath Old Wallgrove Road.</i> 	<p>An Aboriginal Cultural Heritage and Archaeological Assessment has been prepared by Godden Mackay Logan which was submitted with the earthworks DA to Fairfield City Council (Appendix 2).</p> <p>Heritage is addressed in Section 6.10 of the EIS.</p>
<ul style="list-style-type: none"> ▪ <i>Visual – including</i> <ul style="list-style-type: none"> – <i>an assessment of the potential visual impacts of the development on the amenity of the surrounding area (including lighting);</i> – <i>a detailed description of the measures (e.g. high quality design, landscaping and boundary setbacks) that would be implemented to minimise the visual impacts of the development; and</i> – <i>a detailed Landscape Plan, using predominantly endemic species, showing areas to be landscaped, including the location and species for all planting.</i> 	<p>A detailed visual analysis has been prepared by SBA Architects (Appendix 6) which addresses design measures to alleviate such impacts on the surrounding environment.</p> <p>Section 6.11 of the EIS also addresses visual impacts associated with development.</p> <p>A detailed Landscape Plan is attached as Appendix 8 along with a landscape design report identifying species type and location of plants.</p>
<ul style="list-style-type: none"> ▪ <i>Waste Management - including:</i> <ul style="list-style-type: none"> – <i>details of the quantities and classification of waste to be generated on site, including waste associated with on-site sewage treatment;</i> – <i>details on waste storage, handling and disposal; and</i> – <i>details of the measures implemented to reduce and (where possible) recycle waste in line with NSW Government waste policy.</i> 	<p>A Waste Management Plan has been prepared by SLR Consulting (Appendix 12).</p> <p>Section 6.12 of the EIS also addresses waste management in detail.</p>
<ul style="list-style-type: none"> ▪ <i>Impacts on adjoining pipelines – including an assessment of any risks and potential impacts, including flood impacts, to the integrity and security of the Warragamba-Prospect Pipelines and associated corridor that may result from the proposed development.</i> 	<p>The impacts on adjoining pipelines were considered under the Concept Plan with respect to likely future built form and infrastructure. As such, this matter has been satisfactorily addressed (refer Section 6.13)</p>
<ul style="list-style-type: none"> ▪ <i>Access to Resources - including consideration of any potential impacts to the adjoining quarry operations and any nearby Petroleum Exploration Licence.</i> 	<p>Part E addresses consultation requirements and confirms that no action is required on this matter.</p>
<i>Plans and Documents</i>	Satisfied by...
<i>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Environmental Planning and Assessment Regulation 2000. These documents should be included as part of the EIS rather than as separate documents</i>	All relevant documents and plans have been prepared and provided as Appendices. The full list of documents and plans is outlined in Section 3.2
<i>Consultation</i>	Satisfied by...

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Oakdale Central Estate, Horsley Park – Construction of Warehouse and Distribution Facilities – Lots 1C, 2B & 3

<p><i>During the preparation of the Environmental Impact Statement, you should consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups or affected landowners.</i></p> <p><i>In particular you must consult with:</i></p> <ul style="list-style-type: none">• Fairfield City Council;• Blacktown City Council;• Penrith City Council;• Department of Trade & Investment, Resources & Energy;• Roads and Maritime Services;• Department of Primary Industries;• Sydney Catchment Authority;• NSW Office of Environment & Heritage; and• Sydney Water Corporation;.	<p>Details of the consultation undertaken in the preparation of this EIS is outlined in Part E.</p>
<p><i>The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</i></p>	<p>Part E of the EIS outlines the consultation process and addresses the issues raised by the authorities and Council.</p>

Environmental Impact Statement

Oakdale Central Estate, Horsley Park – Construction of Warehouse and Distribution Facilities – Lots 1C, 2B & 3

PART B SITE ANALYSIS

2.1 SITE LOCATION

The land which is the subject of this development is legally defined as Lot 21 in Deposited Plan 1173181 and lies within the Fairfield Local Government Area. The greater Oakdale Estate is 421 hectares in area with Central Oakdale comprising an area of 61.2 hectares and forming part of the Western Sydney Employment Area.

The estate allotments within Oakdale Central are details below in **Table 8**.

<i>Table 8 – Estate Allotment Details</i>	
	<i>Area (approximate)</i>
Lot 1A	4.14ha
Lot 1B	5.88ha
Lot 1C	4.64ha
Lot 2A	7.47ha
Lot 2B	6.00ha
Lot 3 (3A and 3B combined)	15.45ha
Lot 4	2.18ha
Biodiversity Lot A	1.84ha
Biodiversity Lot B	4.08ha
Biodiversity Lot C	4.15ha

It is noted that turning head is also to be located on a small portion of land located on Lot 82 In Deposited Plan 752041 this work will be located within the Penrith Local Government Area.

2.2 EXISTING SITE CHARACTERISTICS

The subject site is relatively flat and was previously used for rural purposes including low intensity cattle grazing, and the topography is therefore conducive to accommodate development of the scale proposed for industrial purposes. Based on previous investigations, the geology of the site comprises Bringelly Shale, while alluvial deposits of sand silt and clay are located within the riparian areas of Ropes Creek tributary. Contamination throughout the site is generally considered to be low risk due to the previous land use.

Council's bushfire maps indicate that the site is bushfire prone, however the site is substantially cleared now and the broader considerations in relation to the building footprints and associated risk was determined acceptable under the Concept Plan approval.

No threatened flora or fauna is present on the site, however the Concept Plan did make provision for Biodiversity Lots A, B & C with a landscape swale along the northern boundary of the site. The development of lots 1C, 2B and 3 are deemed to be generally consistent with the provisions of the Concept Plan resulting in no adverse or direct impact on existing flora and fauna and the requirements of the Vegetation Management Plan which formed part of this approval.

Ropes Creek forms the western extent of the Oakdale Central precinct and is separated from Lot 3 by a riparian/biodiversity reserve. Lots 1B and 2C are located immediately east of a biodiversity area comprising Ropes Crossing which bisects the precinct in a north-south direction.

Based on previous investigations under the Concept Plan, there are no significant items of Aboriginal or European Heritage (note: request to remove artefacts has been lodged with

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DoP&I for acknowledgement and is being addressed under the Bulk Earthworks DA). The site is regulated by *State Environmental Planning Policy (Western Sydney Employment Area)* 2009 (see **Figure 6**) an important regional hub for major logistics, distribution, warehousing and production industries, with strategic access to Sydney's key arterial road network including the M7 and M4 Motorway. Vehicle access to the site is available from Old Wallgrove Road to the east with direct access to the M7 Motorway.

As Central Oakdale is experiencing rapid transformation, the eastern portion of the estate has undergone extensive earthworks through the construction of roads and warehouses which have previously been approved. As illustrated in **Figure 3**, the built form and ancillary site works on Lot 2A have been completed while the approved built form on Lots 1A is currently under construction. The approval of the proposed built form on Lot 1B has recently been issued with construction due to commence soon.

Warragamba-Prospect Pipelines No 1 & 2 located immediately to the north of the project site. These pipelines are critical public infrastructure for Sydney's water supply; and TransGrid's Sydney West Substation, located to the north-east of the site, which provides electricity to the majority of western Sydney and parts of the Sydney basin area.

The closest residential area is approximately 0.5km to the south-east at Burley Road, Horsley Park. Other nearby residential areas include the Horsley Park rural residential area, (1km to the south) Erskine Park residential area (1.3km to the north-west), and Kemps Creek rural residential area (1.3 km to the south-west).

The Oakdale Central Estate consists of 8 pad sites, being Sites 1A to 3B. Milner Drive is the main road through the Estate and provides access to the individual sites.



Figure 3: Central Oakdale Estate Plan

The subject estate allotments within Central Oakdale incorporate site areas as provided in **Table 9** below.

Table 9 - Site Details	
	Allotment Size
Lot 1C	46,417sqm
Lot 2B	60,010sqm
Lot 3	155,006sqm

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2.3 LAND OWNERSHIP

The land which is the subject of this application is under of BGA I which is owned jointly by Goodman and Austral Brickworks. Owners consent authorising lodgement of this application is attached as **Appendix 1**.

2.4 SITE CONTEXT

The land which is the subject of this development predominantly lies within the Fairfield Local Government Area and forms part of SEPP Western Sydney Employment Area. The Oakdale Estate is 421 hectares in area with Central Oakdale comprising an area of 61.2 hectares. As outlined above, a small area of land within the Penrith Local Government Area is to accommodate a turning head that will service the development. This road feature will form part of the South Oakdale Estate at a later date.

Land use in the immediate area surrounding the site includes:

- North: Sydney Water Supply Pipeline Corridor, with Sydney West Electrical Substation and Employment Lands (DOP Site 6 of the Western Sydney Employment Hub) beyond;
- East: Old Wallgrove Road, with Austral's quarry/brickmaking plant beyond;
- South: Burley Road corridor (road not made), with CSR/PGH quarry/brickmaking plant and vacant employment land beyond.

Figures 4 and 5 below provide a visual representation of the context of Oakdale Central and its location with respect to the surrounding road network and existing development.

The future character of the locality is anticipated to be of similar industrial/employment lands character. This is evident through the transition currently being undertaken throughout the wider locality where a number of estates have been developed within the WSEA.

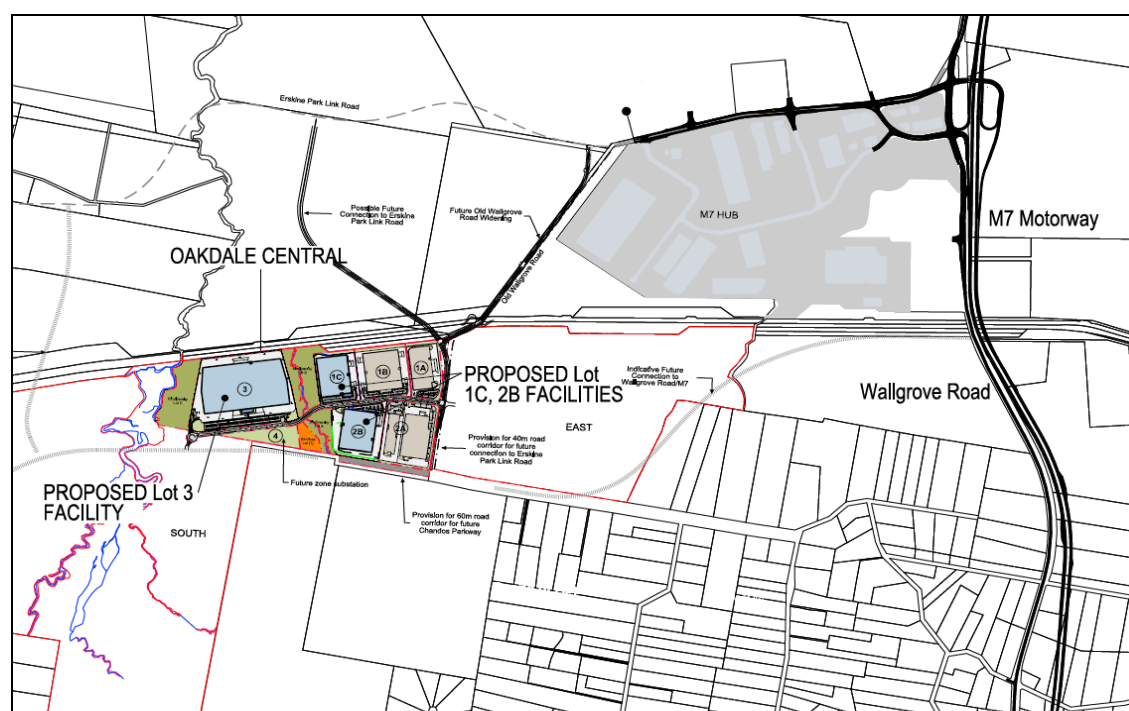


Figure 4: Local Context (Source: Design + , 2013)

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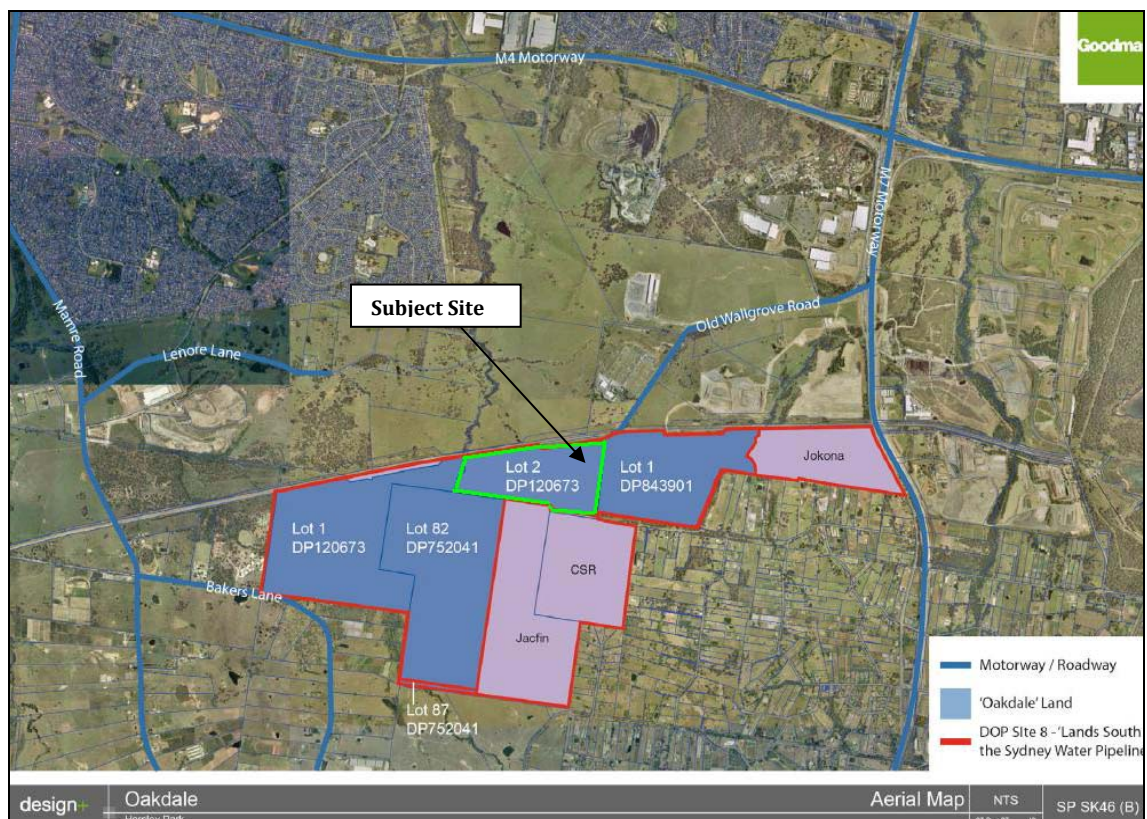


Figure 5: Local Context (Source: Design + , 2013)

2.5 SITE SUITABILITY

The proposal provides for the construction of warehouses for storage and distribution on land which is zoned IN1 Industrial General and has previously been the subject of concept approval for such purposes. As previously discussed, the site provides an unconstrained platform for development. The topography does not pose significant restrictions for future development and the site is not contaminated.

In summary, the suitability of the site can be attributed to the following:

- SEPP (WSEA) allows for the development as a permissible use;
- access to the regional road network;
- compatibility with surrounding development and local context;
- minimal impact on the environment; and
- implementation of suitable mitigation measures where required.

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PART C PROPOSED DEVELOPMENT

3.1 OBJECTIVES OF THE PROPOSAL

The intention of the proposal is to provide a campus of warehouse and distribution centres that:

- is large enough to accommodate operations for the purpose of warehousing and distribution;
- allows for the activities as a permissible use;
- has appropriate access;
- is compatible with surrounding development and local context;
- will result in employment generating development;
- will result in minimal impact on the environment; and
- will allow for the implementation of suitable mitigation measures where required.

3.2 DESCRIPTION OF THE PROPOSAL

The proposed development involves the staged construction of a campus of warehouse and distribution facilities on estate allotments 1C, 2B and 3 within Oakdale Central and the upgrading of a section of Old Wallgrove Road to form a sub-arterial road

Elements of the proposal are outlined in detail below:

3.2.1 Built Form

Warehouses

The proposal entails the staged construction of three (3) warehouses on lots 1C, 2B and 3 for the purpose of warehousing and distribution of goods. The respective floor areas of these warehouses are provided below in **Table 10**.

Additionally, ancillary office space is to be provided for each to accommodate future warehousing and distribution uses. An indicative staging plan is provided at **Appendix 5**.

Hardstand and Driveway Arrangements

Each estate allotment to be developed comprises a new hardstand areas to service the warehouses, these include vehicle loading, servicing and parking areas. The hardstand areas provided for each allotment in are calculated in **Table 10**.

The provision of a turning head is also proposed within the Oakdale South precinct to service Oakdale Central. **Appendix 7** provides two plans for this turning head, one being for the future concept layout and the other being that which will be constructed under the subject application. As agreed with RMS and Penrith City Council, the turning head is to be designed to Austroads standards.

Landscaping

Landscaping for each estate allotment has been designed to enhance the natural setting whilst providing a sufficient level of amenity for the entire estate. This is achieved through a variety of plant species including trees, shrubs and ground cover grasses.

Signage

Signage for the estate is proposed under this application. Future use of the warehouses will require approval to be obtained for individual building signage under separate cover.

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Stormwater Management and Earthworks

As discussed in Table 2 of Section 1.5, there have been several development applications lodged with or determined by Fairfield Council for extensive earthworks across the site. These works seek to ensure that the management of stormwater is generally in accordance with that approved under the Concept Plan for the Estate.

For the purpose of this application, it is to be assumed that all building pads will be established upon commencement of construction. Attached at **Appendix 3** is a copy of the DA lodged and for Lot 3. The plans lodged as part of this application assure that the finished floor levels are consistent with levels approved under the recently lodged earthworks DA.

Employment

Upon completion, the facilities will be used for warehousing and distribution purposes. It is anticipated that 20 jobs per nett developable hectare will be generated.

Associated Civil works

Associated civil works for each of the building pads has been dealt with under separate applications (**Appendix 2**). All essential services will be provided to the estate allotments for the proposed warehouse and distribution facilities.

Table 10 – Estate Allotment Details

	Total Building Area	Car Park Spaces	Total Hardstand Area
Lot 1C	27,505sqm	158 (11 provisional)	9,455sqm
Lot 2B	33,025sqm	154 (40 provisional)	20,175sqm
Lot 3	89,295sqm	502	42,048sqm

The Oakdale Central Concept Plan (MP08_0066) established development controls applicable to the site as outlined in the assessment **table 11** below:

Table 11 – Oakdale Central Controls

Control	Provision	Compliance	Comment
Lot Dimensions	- Min lot area 5,000m ²	Yes	Complies
	- Min built area 2,500m ²	Yes	Complies
Site Coverage	- Max 65%	Lot 1C – 59% Lot 2B – 55% Lot 3B – 56%	Complies Complies Complies
Building Setbacks	- 20m link road - 15m collector road - 7.5m estate road - 5m rear setbacks (2.5m landscaping)	<i>Estate Road</i> Lot 1C – 32.4m to warehouse; 22.5m to office Lot 2B – 11.5m to west end of warehouse; 50.8m to east end of warehouse; 25m to west end of office; 39m to east end of office. Lot 3 – 84m to warehouse; 66.3m to office.	The proposed warehouses comply with the required setbacks to the estate roads

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		All buildings comply with the rear 5m setback and adequate landscaping is provided.	
Car Parking Provision	- Warehouse 1 per 200sqm - Office 1 per 40sqm	All Lots comply - Refer to Traffic Impact Assessment (Appendix 10).	

Based on the above, it is evident that the proposed development for which consent is sought under this application satisfies the controls established for the Central Oakdale Estate. The overall design scheme has been formulated to respond to the existing site constraints and ensures the underlying objectives set out in the concept plan approval are satisfied. Architectural plans are attached in **Appendix 5** which detail the merit of the design and compatibility with the surrounding environment. This is further reinforced through the design statement and visual analysis (**Appendix 6**) conducted which clearly illustrates the emerging industrial nature of the locality for warehousing and distribution purposes.

The design philosophy employed for this proposal seeks to maintain consistency with the scale and form and design intent of existing development on estate allotment 1A and 2A which are currently utilised by DHL.

Through a combination of deep soil panting areas, building setbacks, articulation and modulation in the built form and various colour schemes, it is considered the proposed development contributes to enhance an emerging industrial precinct which sets a desirable precedent for future development of this nature.

3.2.2 Upgrading of Regional Road Link – Old Wallgrove Road Upgrade

It is proposed to upgrade part of Old Wallgrove Road to a sub-arterial 4 lane road, with as minimal amount of change to the alignment of the existing road as is possible. The construction is to be in 2 stages of 2x2 lanes with a central median. The 2 lanes closest to Transgrid to be constructed first. The completion of the entire project will be subject to agreement with the State Government on funding obligations. Any existing intersections are to be priority intersections but capable of signalisation later.

The proposed upgrade works described above will allow for the future T Intersection to be accommodated in the future and when demand requires. The proposed road alignment and future T intersection is indicated in **Appendix 7**.

3.2.3 Staging

Construction of the warehouse and distribution facilities is proposed to be staged in order to mitigate cumulative environmental impacts such as dust and noise. This will also enable the proposed built form will be strategically delivered in accordance with contractual arrangements between the future tenant and Goodman.

Lot 2B will also be subject to further staging to accommodate a ramp access and building extension to integrate it with Lot 2A. A staging plan (**Appendix 5**) is included in the architectural set which demonstrates the indicative staging of development.

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3.2.4 Operations

Upon completion of the built form and associated works, it is proposed that the facilities will be used for the purpose of warehousing and distribution of goods, being accessible on a 24 hours basis, 7 days a week, consistent with Concept Plan Approval. This is consistent with the existing uses within the estate.

The nature of the uses being for warehousing and distribution purposes will entail Fast Moving Consumer Goods for packaging and distribution. No manufacturing is to occur on site.

All modeling and investigative studies have been based on the premise that the facilities will be operational on a 24 hour basis.

3.2.5 Site Preparation

The levels established for the building pads on allotments 1C, 2B and 3 have been dealt with under separate applications and previous approvals (refer to **Appendices 2 and 3**). The proposed building footprints are generally consistent with the Concept Plan Approval, thus confirming the proposal is within the built form parameters established for the estate.

3.2.6 Dangerous Goods

No dangerous good are to be stored within the proposed facilities.

3.2.7 Drawings

Drawings for the proposed development are outlined in **Table 12**.

Table 12 – Drawing Schedule		
Architectural		
Drawing No.	Description	Author
DA 01	Cover Sheet	SBA Architects
DA 02	Site Plan / Floor Plan	SBA Architects
1C DA-10	Roof Plan	SBA Architects
1C DA-11	Office Plans	SBA Architects
1C DA-12	Dock Office Plan	SBA Architects
1C DA-13	Elevation	SBA Architects
1C DA-14	Sections	SBA Architects
2B DA-20	Site Plan / Floor Plan	SBA Architects
2B DA-21	Roof Plan	SBA Architects
2B DA-22	Office Plans	SBA Architects
2B DA-23	Dock Office Plan	SBA Architects
2B DA-24	Elevations	SBA Architects
2B DA-25	Sections	SBA Architects
2B DA-26	Staging Plan	SBA Architects
3 DA-30	Site Plan / Floor Plan	SBA Architects
3 DA-31	Roof Plan	SBA Architects
3 DA-32	Office Plan - Ground Floor	SBA Architects
3 DA-33	Office Plan - Level 1	SBA Architects
3 DA-34	Dock Office Plan	SBA Architects
3 DA-35	Elevations / Section	SBA Architects
3DA-36	Elevations	SBA Architects
Landscape		
Drawing No.	Description	Author
002	Landscape Masterplan	Site Image
003	Building 1C – Landscape Plan	Site Image

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004	Building 1C – Landscape Sections and Detail plan	Site Image
005	Building 2B – Landscape Plan	Site Image
006	Building 2B – Landscape Sections	Site Image
007	Building 2B – Landscape Sections	Site Image
008	Building 3B – Landscape Plan	Site Image
009	Building 3B – Landscape Sections	Site Image
0010	Typical Lot Frontage Treatment	Site Image
0011	Planting Design/Indicative Planting Schedule	Site Image
Civil Engineering		
Drawing No.	Description	Author
Lot 1C		
C001	Cover Sheet and Locality Plan	AT&L
C002	Notes and Legends	AT&L
C003	Oakdale General Arrangement	AT&L
C004	Sediment, Erosion and Standard Details	AT&L
C100	Lot 1C General Arrangement	AT&L
C101	Lot 1C Typical Sections Sheet 1	AT&L
C102	Lot 1C Typical Sections Sheet 2	AT&L
C105	Lot 1C Site Works and Stormwater Drainage Plan Sheet 1	AT&L
C106	Lot 1C Site Works and Stormwater Drainage Plan Sheet 2	AT&L
C107	Lot 1C Site Works and Stormwater Drainage Plan Sheet 3	AT&L
C108	Lot 1C Site Works and Stormwater Drainage Plan Sheet 4	AT&L
C110	Lot 1C Sediment and Erosion Control Plan	AT&L
C111	Lot 1C Pavement Plan	AT&L
C115	Lot 1C Cut/Fill Plan	AT&L
Lot 2B		
C200	Lot 2B General Arrangement Plan	AT&L
C201	Lot 2B Typical Sections Sheet 1	AT&L
C202	Lot 2B Typical Sections Sheet 2	AT&L
C203	Lot 2B Typical Sections Sheet 3	AT&L
C205	Lot 2B Site Works and Stormwater Drainage Plan Sheet 1	AT&L
C206	Lot 2B Site Works and Stormwater Drainage Plan Sheet 2	AT&L
C207	Lot 2B Site Works and Stormwater Drainage Plan Sheet 3	AT&L
C208	Lot 2B Site Works and Stormwater Drainage Plan Sheet 4	AT&L
C209	Lot 2B Site Works and Stormwater Drainage Plan Sheet 5	AT&L
C211	Lot 2B Sediment and Erosion Control Plan	AT&L
C212	Lot 2B Pavement Plan	AT&L
C215	Lot 2B Cut/Fill Plan	AT&L
Lot 3		
C300	Lot 3 General Arrangement	AT&L
C301	Lot 3 Typical Sections Sheet 1	AT&L
C302	Lot 3 Typical Sections Sheet 2	AT&L
C303	Lot 3 Typical Sections Sheet 3	AT&L
C304	Lot 3 Typical Sections Sheet 4	AT&L
C305	Lot 3 Site Works and Stormwater Drainage Plan Sheet 1	AT&L
C306	Lot 3 Site Works and Stormwater Drainage Plan Sheet 2	AT&L

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C307	Lot 3 Site Works and Stormwater Drainage Plan Sheet 3	AT&L
C308	Lot 3 Site Works and Stormwater Drainage Plan Sheet 4	AT&L
C309	Lot 3 Site Works and Stormwater Drainage Plan Sheet 5	AT&L
C310	Lot 3 Site Works and Stormwater Drainage Plan Sheet 6	AT&L
C311	Lot 3 Site Works and Stormwater Drainage Plan Sheet 7	AT&L
C312	Lot 3 Site Works and Stormwater Drainage Plan Sheet 8	AT&L
C315	Lot 3 Sediment and Erosion Control Plan sheet 1	AT&L
C316	Lot 3 Sediment and Erosion Control Plan sheet 2	AT&L
C317	Lot 3 Sediment and Erosion Control Plan sheet 3	AT&L
C318	Lot 3 Sediment and Erosion Control Plan sheet 4	AT&L
C320	Lot 3 Pavement Plan Sheet 1	AT&L
C321	Lot 3 Pavement Plan Sheet 2	AT&L
C322	Lot 3 Pavement Plan Sheet 3	AT&L
C323	Lot 3 Pavement Plan Sheet 4	AT&L
C325	Lot 1C Cut/Fill Plan	AT&L
C330	Estate Road Longitudinal Section	AT&L
Regional Road Upgrade		
C350	Old Wallgrove Road Upgrade General Arrangement Plan	AT&L
C351	Old Wallgrove Road (MC01) Plan and Longitudinal Sheet 1	AT&L
C352	Old Wallgrove Road (MC01) Plan and Longitudinal Sheet 2	AT&L
C353	Link Road (MC01) Plan and Longitudinal Sheet 3	AT&L
C354	Old Wallgrove Road (MC01) Plan and Longitudinal Sheet 4	AT&L
C355	Old Wallgrove Road (MC01) Plan and Longitudinal Sheet 5	AT&L
C356	Old Wallgrove Road (MC01) Plan and Longitudinal Sheet 6	AT&L
C357	Old Wallgrove Road (MC01) Plan and Longitudinal Sheet 7	AT&L
C358	Typical Sections	AT&L
C359	Typical Bridge Sections	AT&L
C360	Land Acquisition Plan	AT&L

3.2.8 Supporting Documents

Documents provided in support of the proposal are outlined in **Table 11**.

Table 13 – Document Schedule		
Appendix No.	Description	Author
Appendix 1	Owners Consent	Goodman
Appendix 2	Existing Approvals and Planning Agreement related to Oakdale Central	Goodman
Appendix 3	Existing Development Applications under Assessment	Goodman
Appendix 4	Quantity Surveyors Report	Turner and Townsend
Appendix 5	Architectural Plans	SBA Architects
Appendix 6	Architectural Design Statement and Visual	SBA Architects

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	Analysis	
Appendix 7	Civil Engineering Report and associated plans	AT&L
Appendix 8	Landscape Plans	Site Image
Appendix 9	Sustainability Report	Cudnall
Appendix 10	Traffic Impact Assessment	Traffix
Appendix 11	Acoustic Report	SLR Consulting
Appendix 12	Waste Report	SLR Consulting
Appendix 13	Air Quality Report	SLR Consulting
Appendix 14	Building Code of Australia Report	Blackett Maguire + Goldsmith
Appendix 15	Fire Engineering Report	Rawfire

3.3 PROJECT NEED

In response to the operational needs of Goodman's customers, it has been determined that additional facilities are required to accommodate its increased need for storage space. The proposed project is considered necessary to improve the operational efficiencies of transport and logistics businesses within NSW, and facilitate its future growth.

DHL currently occupy Lot 1A and 2A (and will occupy Lot 1B in June 2014 when construction is completed), which has contributed to their growth and success in the western Sydney region. The construction of the proposed facilities on estate allotments 1C, 2B and 3 provides DHL with the opportunity to achieve the vision for continued growth and expansion to improve the service lines to customers.

3.4 CONSIDERATION OF ALTERNATIVES

The intention of the proposal is to provide a number of warehouse facilities that meets the requirements of anticipated Goodman customers within a location that:

- allows for the development as a permissible use;
- has appropriate access to the regional road network;
- is compatible with surrounding development and local context;
- will result in minimal impact on the environment; and
- will allow for the implementation of suitable mitigation measures where required.

The site is considered to be commensurate with the objectives of the project as it allows for the use of the site for warehouse and distribution purposes in an emerging industrial precinct. The site design and layout of the built form seeks to maintain consistency with the objectives of the zone and enhance the underlying industrial character intended for the locality. This will be achieved by virtue of the resultant built form which reinforces the industrial nature of the land and is sensitive to the surrounding environment.

The options considered, and subsequently dismissed, in arriving to the current proposal included:

(a) *'Do Nothing' Scenario*

This option was dismissed as the objectives of the project would not be met.

If the proposal was not to proceed, the site would be developed for other industrial purposes.

(b) *Development on an Alternative Site*

Consideration to alternative sites were made, however these were dismissed as the subject site resulted in the most beneficial outcomes for the proposal and ensures that significant infrastructure investment results in employment opportunities as:

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- it will be located within a site zoned for land uses such as Warehouse Distribution Centres;
- the site has appropriate proximity from sensitive land activities including residential development;
- all potential environmental impacts of the proposal can be suitably mitigated within the site;
- the proximity to the regional road network provides increased economic benefits;
- the proposal will not affect any area of heritage or archaeological significance;
- the proposal can be developed with appropriate visual amenity given its surrounding context; and
- the site is in the heart of the available serviced land in the WSEA

The proposal is justified on the basis it is compatible with the locality in which it is proposed while having no significant economic, environmental or social impact.

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PART D LEGISLATIVE AND POLICY FRAMEWORK

Controls and Policies

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

- ***Commonwealth Planning Context***
 - *Environment Protection and Biodiversity Conservation Act 1999*
- ***State Planning Context***
 - *Environmental Planning and Assessment Act 1979*
 - *Environmental Planning and Assessment Regulation 2000*
 - *Protection of the Environment Operations Act 1979*
 - *Threatened Species Conservation Act 1995*
 - *NSW 2021 : A Plan to Make NSW Number One*
 - *State Environmental Planning Policy (State and Regional Development) 2011*
 - *State Environmental Planning Policy (Infrastructure) 2007*
 - *State Environmental Planning Policy (Western Sydney Employment Area) 2009*
 - *State Environmental Planning Policy No. 19 – Bushland in Urban Areas*
 - *State Environmental Planning Policy No.33 – Hazardous and Offensive Development*
 - *State Environmental Planning Policy No. 44 – Koala Habitat Protection*
 - *State Environmental Planning Policy No 55 – Remediation of Land*
 - *State Environmental Planning Policy No.64 – Advertising Structures and Signage*
 - *Sydney Regional Environmental Plan No.20 Hawkesbury – Nepean River*
- ***Regional Planning Context***
 - *Draft Metropolitan Strategy for Sydney to 2031*
 - *Draft West Central and South West Sub-regional Strategy*
- ***Local Planning Context***
 - *Fairfield Local Environmental Plan 2013*
 - *Fairfield City Wide Development Control Plan 2013*

This planning framework is considered in detail in the following sections:

4.1 COMMONWEALTH PLANNING CONTEXT

4.1.1 Environment Protection and Biodiversity Conservation Act 1999

The proposed development will not require the removal of any vegetation. No protected fauna exists on the site. Consideration was given to these matters as part of the Concept Approval for the estate.

Thus no further consideration of the provisions of this Act are required.

4.2 STATE PLANNING CONTEXT

4.2.1 Environmental Planning and Assessment Act 1979

The Environmental Planning and Assessment Act 1979 (EP&A Act) is the overarching governing document for all development in NSW and pursuant to Section 89D(2) provides that:

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A state environmental planning policy may declare any development, or any class or description of development, to be State significant development.

The proposed development has been identified as State Significant Development under State Environmental Planning Policy (State and Regional Development) 2011 as outlined below.

4.2.2 Threatened Species Conservation Act 1995

The estate allotments of the proposed development have been approved for major earthworks under separate applications. The proposed development will not require the removal of any vegetation or habitat to facilitate construction of the warehouses.

4.2.3 State Environmental Planning Policy (State and Regional Development) 2011

Proposals involving activities that are listed in Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (State and Regional Development SEPP) are identified as being State Significant Development.

Clause 12 of Schedule 1 states:

12 Warehouses or distribution centres

- (1) Development that has a capital investment value of more than \$50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.*
- (2) This clause does not apply to development for the purposes of warehouses or distribution centres to which clause 18 or 19 applies*

The capital investment value of the project is approximately AU\$88,880,000.00. It is noted that the proposal is not a facility to which clause 18 or 19 applies.

It is noted that despite the application proposing three (3) individual warehouses, the major component of the development pertains to the warehouse on Lot 3 which in itself is greater than AU\$50 million excluding the Old Wallgrove Road which are required to service the first stage of the development. As such, the entire staged development is classified as SSD, pursuant to Clause 8 of the SEPP. It is also noted that all facilities will be on one title and utilised as logistics, warehouse and distribution centres.

The guidelines published by the Department of Planning and Infrastructure to assist in the operation of the SEPP also confirm that a development may be considered SSD in its entirety even if only a part of the proposal triggers the SSD threshold.

4.2.4 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure) repeals the former *State Environmental Planning Policy No. 11 – Traffic Generating Development* and, pursuant to Clause 104, provides for certain proposals, known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (RMS) for concurrence.

Schedule 3 lists the types of development that are defined as Traffic Generating Development. The referral thresholds for 'Industry' development are:

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

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- *5,000m² or more in area where the site has access to a classified road or to a road that connects to a classified road (if access is within 90 metres of connection, measured along the alignment of the connecting road).*

As the proposed development seeks consent for industrial floor area in excess of 20,000m² warehouse floor area with access Old Wallgrove Road, the proposal will require referral to RMS under the provisions of SEPP (Infrastructure) 2007.

The Traffic Impact Assessment prepared by Traffix (**Appendix 10**) addresses the matters that must be considered by RMS.

The Concept Plan which relates to the site addressed traffic impacts associated with future development of the estate having regard to the SEPP. The following matters have been specifically addressed within the TIA in support of the subject application which demonstrates the provisions of the SEPP are satisfied by:

- the efficiency of movement of people and freight to and from the site and the extent of multipurpose trips,
- the potential to minimise the need for travel by car and to maximise movement of freight in containers; and
- potential traffic safety, road congestion or parking implications of the Development

It is noted that consultation with the RMS has been undertaken in the preparation of this EIS (see Section 5.6).

4.2.5 State Environmental Planning Policy (Western Sydney Employment Area) 2009

State Environmental Planning Policy (Western Sydney Employment Area) 2009 (Employment Area SEPP) applies to the site. The aims of the policy are:

- a) to promote economic development and the creation of employment in the Western Sydney Employment Area by providing for development including major warehousing, distribution, freight transport, industrial, high technology and research facilities,*
- b) to provide for the co-ordinated planning and development of land in the Western Sydney Employment Area,*
- c) to rezone land for employment or environmental conservation purposes,*
- d) to improve certainty and regulatory efficiency by providing a consistent planning regime for future development and infrastructure provision in the Western Sydney Employment Area,*
- e) to ensure that development occurs in a logical, environmentally sensitive and cost-effective manner and only after a development control plan (including specific development controls) has been prepared for the land concerned,*
- f) to conserve and rehabilitate areas that have a high biodiversity or heritage or cultural value, in particular areas of remnant vegetation."*

The proposed development is consistent with the aims of the plan in that it will provide for warehousing and distribution opportunities promoting economic development in WSEA.

Part 4 of the SEPP requires that consent must not be granted for development of land within the Western Sydney Employment Area unless a development control plan (DCP) applies to that land, unless as otherwise agreed in writing by the Director-General. However, Clause 75M(4) of the Act states:

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- (4) *If an environmental planning instrument requires the preparation of development control plan before any particular or kind of development is carried out on any land, the obligation may be satisfied for a project by an application for approval and approval of a concept plan in respect of the land concerned (but only if the Minister authorises or requires an application for approval of the concept plan).*

As outlined throughout this EIS, an approved Concept Plan is in place that affects the site of the proposed development. The Oakdale Central Concept Plan is considered to have satisfactorily addressed the matters relating to the Development Control Plan requirements of the SEPP.

Land Use and Permissibility

Under the provisions of *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (SEPP WSEA), the subject land is zoned IN1 – General Industrial. Pursuant to Clause 11, Warehouse Distribution Centres are permissible with consent. Nothing in the SEPP WSEA prohibits the proposed Warehouse Distribution Centres on lots 1C, 2B & 3.

The Biodiversity Lots within the estate are zoned E2 - Environmental Conservation under the SEPP, however no work is proposed in the E2 Zone under this application as it will be approved by Fairfield Council under the development applications for the bio-retention works (refer **Table 2**).

Principal Development Standards

▪ *Ecological Sustainable Development*

The proposed development seeks to provide sustainable development measures to reduce consumption of potable water and greenhouse gas emissions. The ongoing use of the warehouses will provide more explicit detail in terms of water consumption and greenhouse emissions, which will require approval separate to the SSD Application.

Amongst other facilities, the proposal makes provision of rainwater tanks on site to collect run-off from the roof areas for re-use on site, thus minimising consumption of potable water.

A Sustainable Building Design Report has been prepared and is annexed at **Appendix 9** which demonstrates each of the warehouses seeks to adopt energy efficient measures in the design.

▪ *Height of Buildings*

No maximum building height applies to the land. The proposed warehouses on lots 1C, 2B and 3 have been designed to complement the existing built form on Lots 1A and 2A. The respective heights of the facilities on the estate allotments are as follows:

Lot 1C – 13.7 metres

Lot 2B – 13.7 metres

Lot 3 – 13.7 metres

The height of the buildings shall not result in adverse amenity impacts on surrounding land as sufficient setbacks will be achieved and articulation in the form is provided.

▪ *Rainwater Harvesting*

No local or regional rainwater harvesting scheme exists within the Oakdale Central Estate.

Development on or in the vicinity of proposed transport infrastructure routes

The proposed development is not on or in the vicinity of a proposed transport infrastructure route on Transport and Arterial Road Infrastructure Plan Map.

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Miscellaneous Provisions

- *Industrial Release Area - satisfactory arrangements for the provision of regional transport infrastructure facilities*

All necessary arrangements for the provision of regional transport infrastructure have been dealt with under Concept Approval for the site. Approval is sought under this application to upgrade Old Wallgrove Road to a sub-arterial road.

- *Design Principles*

The proposed warehouses have been designed to complement the approved warehouses on Lots 1A and 2A by virtue of the bulk, scale, form and height. A variety of materials have been adopted for each of the allotments to differentiate between lots 1C, 2B and 3. Cladding of all sheds comprises colorbond metal with profiled metal roofing and color schemes consisting of 'shale grey', 'windspray' and 'Orange X15 Alphatec'.

The design merit of the built form is illustrated on the architectural plans and at **Appendix 5**.

On balance, it is considered the proposed built form responds to the design principles of the SEPP by virtue of the design quality and architectural merit.

- *Preservation of trees and vegetation*

The proposed development does not require the removal of any trees on the site.

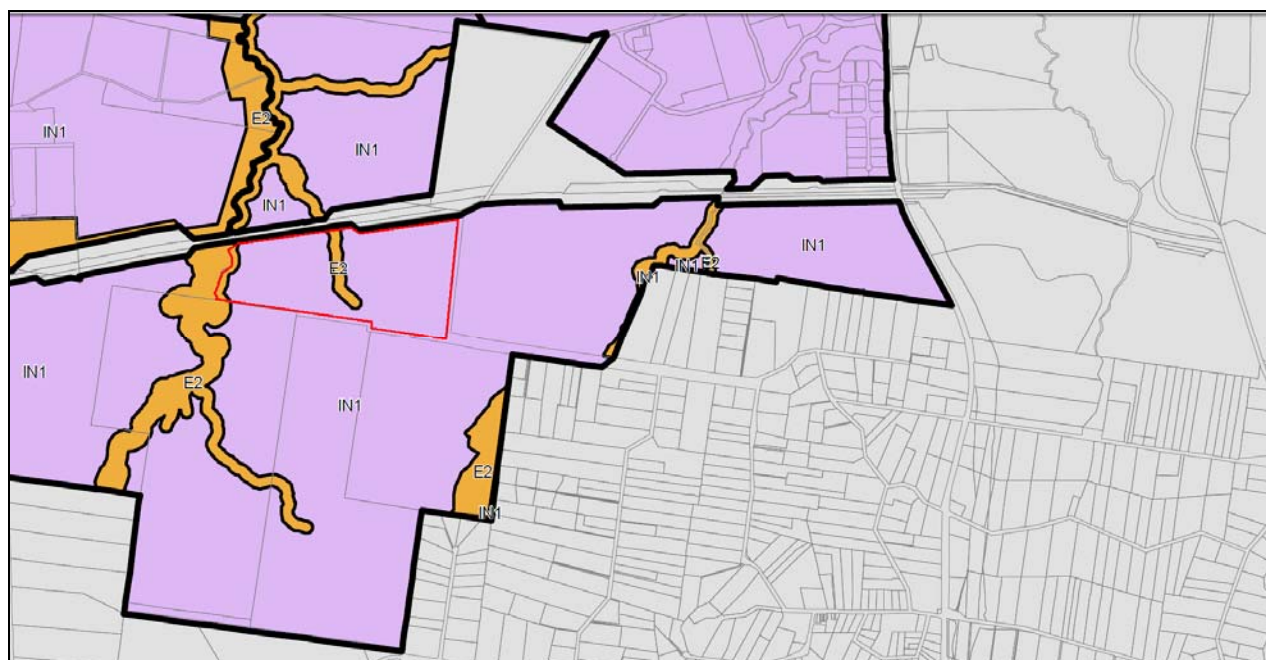


Figure 6. Site Zoning (Western Sydney Employment Area, 2013)

4.2.6 State Environmental Planning Policy No. 19 – Bushland in Urban Areas

The provisions of *State Environmental Planning Policy No 19 – Bushland in Urban Areas* (SEPP 19) do not apply to land to which SEPP WSEA applies.

4.2.7 State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

The provisions of *State Environmental Planning Policy No 33— Hazardous and Offensive Development* do not apply as no storage of dangerous good is proposed.

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4.2.8 State Environmental Planning Policy No. 44 – Koala Habitat Protection

The Fairfield Local Government Area is not subject to *State Environmental Planning Policy No. 44 – Koala Habitat Protection* (SEPP 44).

4.2.9 State Environmental Planning Policy No. 55 – Remediation of Land

No known contamination issues affect the subject site. The land has been previously used for grazing. No intensive purposes such as industrial use are known to have occurred on the site.

The prior use of the land indicates that the land is unlikely to have been contaminated.

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

Approval for signage is sought for estate and building identification signage. Assessment against the SEPP is provided below.

Table 14 – SEPP 64 Assessment Criteria

Criteria	Proposal Compliance
1 Character of the area	
<i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i>	Yes, the proposal will be undertaken within an industrial precinct has begun to experience development involving facilities with Business Identification Signage.
<i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	Yes, as above.
2 Special areas	
<i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i>	No, the site is suitably removed from sensitive receptors including residential areas, open space and heritage items.
3 Views and vistas	
<i>Does the proposal obscure or compromise important views?</i>	No, signage will not be positioned to obstruct any important views.
<i>Does the proposal dominate the skyline and reduce the quality of vistas?</i>	No, the development will be of a size and design suitable for the intended use and context. Furthermore, the signage will not be dominant on the skyline given the position of the signage located on the façade on the building, or in a location that is well below the roof level.
<i>Does the proposal respect the viewing rights of other advertisers?</i>	Yes, the development will not obstruct viewing towards any other signage.
4 Streetscape, setting or landscape	
<i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i>	Yes, the signage is appropriate for the setting provided on the site and the location of the site within the Oakdale Central Estate.
<i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i>	Yes, the signage is to be used to provide identification and direction in a manner that respects the landscape and architectural design.
<i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i>	Yes, the number of signs has been limited.

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<i>Does the proposal screen unsightliness?</i>	No, the signage will not be used as a visual screen or filter.
<i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	No, the signage will not be dominant on the skyline. It will be located below the roof level.
<i>Does the proposal require ongoing vegetation management?</i>	No.
5 Site and building	
<i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i>	Yes, the sign will be of suitable scale and design for its intended purpose. The signage will only occupy a small proportion of the building façade and overall Estate area.
<i>Does the proposal respect important features of the site or building, or both?</i>	Yes, the signage will not be the dominant visual feature of the building and will remain below the roof line.
<i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	Yes, signage will be logically positioned to identify the tenants and develop the Estate profile. The sign also contributes to the industrial character of the precinct.
6 Associated devices and logos with advertisements and advertising structures	
<i>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</i>	Appropriate lighting will be provided to illuminate the Estate signage.
7 Illumination	
<i>Would illumination result in unacceptable glare?</i>	Signage will be designed to avoid unacceptable glare.
<i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i>	No impact on the safety of pedestrians, vehicles or aircraft is to result from the intended lighting.
<i>Would illumination detract from the amenity of any residence or other form of accommodation?</i>	The site is suitably removed from sensitive receptors.
<i>Is the illumination subject to a curfew?</i>	No curfew will apply to the proposed sign lighting.
<i>Can the intensity of the illumination be adjusted, if necessary?</i>	Intensity of illumination would be adjusted through replacement of bulb wattage.
8 Safety	
<i>Would the proposal reduce the safety for any public road?</i>	The signage will not be positioned to cause any hazard for any road.
<i>Would the proposal reduce the safety for pedestrians or bicyclists?</i>	The sign is not considered to reduce safety for pedestrians or bicyclists.
<i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i>	The sign will not cause disruption of any sightlines from public areas.

Advertisements

Part 3 of SEPP 64 outlines a number of additional matters to be considered for certain signs. This Part does not apply to Business Identification Signage and is not applicable to the proposal.

Based on the above, where the proposed signage is undertaken in accordance with the specified parameters, the development will be consistent with the provisions of SEPP 64.

4.2.11 Sydney Regional Environmental Plan No.20 Hawkesbury – Nepean River

The site lies within the area covered by *Sydney Regional Environmental Plan No.20 Hawkesbury – Nepean River* (SREP 20). The aim of the SREP is to:

protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.

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The subject site is located within the South Creek Catchment and does not fall within any other areas of significance.

The SREP provides the following general planning considerations relevant to the proposal:

- (a) the aim of this plan, and*
- (b) (the strategies listed in the Action Plan of the Hawkesbury-Nepean Environmental Planning Strategy, and*
- (c) whether there are any feasible alternatives to the development or other proposal concerned, and*
- (d) the relationship between the different impacts of the development or other proposal and the environment, and how those impacts will be addressed and monitored.*

The proposed development is to take place on a site that has been approved for industrial purposes. Impacts associated with the development including noise, air quality and traffic have been suitably mitigated through the design.

4.3 LOCAL PLANNING CONTEXT

4.3.1 Fairfield Local Environmental Plan 2013

As the site is located within the WSEA, the provisions of *Fairfield Local Environmental Plan 2013* do not apply.

4.3.2 Fairfield City Wide Development Control Plan 2013

It is noted that Section 11 of *State Environmental Planning Policy (State and Regional Development) 2011* states:

- 11 *Exclusion of application of development control plans***
Development control plans (whether made before or after the commencement of this Policy) do not apply to:

- (a) State significant development*

Furthermore, the Concept Plan approval sets the specific controls for the site (see Section 3.2.1 above) for the estate in terms of building setbacks, site coverage and parking provision. The assessment provided below against the DCP controls is provided for information purposes only.

Notwithstanding, the proposal is generally consistent with the provisions of the *Fairfield City Wide Development Control Plan 2013* (FDCP) as applicable to industrial development. Any departure from the FDCP is minor as compliance is achieved with the Concept Plan controls.

The underlying objective of this section of the DCP is to ensure industrial development is:

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

The subject application is consistent with the above objectives as follows:

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- The development is consistent with the framework and strategic intentions for high quality development in the approved concept plan for Oakdale Central.
- The proposed warehouses takes into account the emerging physical context of the area.
- The proposed stormwater concept is consistent with the overall stormwater management strategy for Oakdale Central.
- The proposed warehouses have been designed to complement the existing warehouses on sites 1A and 2A. A variety of materials and external finishes for the external facade have been proposed, as shown on the coloured elevations (**Appendix 5**).
- The development corresponds to the DCP objectives and controls for as addressed in the table below in this report.
- The subject site does not contain any threatened species or ecological community.

An assessment against the key provisions is provided below in **Table 15**. See **Table 11** above for assessment against Concept Plan provisions.

Table 15 – DCP Compliance table			
Control	Provision	Compliance	Comment
Site Dimensions	- Lot Frontage of 30m	Yes	Subject site was created as part of the Concept Approval. No change to the site is proposed as part of this application.
Setbacks	- Min. Setback 10 metres (generally) with 5m landscaping		The Concept Plan has varied setbacks for differing boundary conditions. The Council setbacks are adhered to in an averaged sense but there is some minor departure. The setbacks are consistent with Lots 1A and 2A which have been constructed.
Car Parking, Vehicle and Access Management	<ul style="list-style-type: none"> - Loading facilities for large warehouse developments will be assessed on merit and are to be justified on basis of size, number and frequency of goods vehicles likely to visit premises. - S3.5 x 17.5m (semi trailer) (Where B-Double vehicles are proposed additional clearances may be required) - 1 space per 80sqm of leasable area 	Yes	Refer to Traffic Impact Assessment prepared by Traffix (Appendix 10)
Advertising Signs	- Total advertising area of up to 0.5 square metres for every metre of lineal street frontage is permitted. On corner allotments, the largest street frontage only can be used to calculate the advertising area allowed. This means that for a property with a frontage of 30 metres the total maximum advertising area for signs of any permitted kind will be 15 square	Yes	Estate signage will comply.

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	<p>metres of total advertising area.</p> <ul style="list-style-type: none"> - No single sign may be permitted to exceed an area of 30 square metres. - Only one free standing commercial sign that identifies the name of the occupants and/or products manufactured on the site will be allowed. These signs must be contained wholly within the site. 		
Streetscape and Amenity	<ul style="list-style-type: none"> - Landscaping - Fencing - Building materials - Hours of operation - Residue land 	Yes	<p>Landscaping is proposed within the front setbacks areas to alleviate visual impacts, with each lot comprising a variety of plant species (see Appendix 8).</p> <p>Palisade and chain wire fencing is proposed consistent with the existing built form in the estate.</p> <p>Future use of the facilities will be subject to separate approval. Notwithstanding, the hours of operation will be 24 hours a day, 7 days a week in accordance with the Concept Plan approval.</p>
Specific Activities and Uses	<ul style="list-style-type: none"> - Storage premises 	Yes	Estate storage will comply.

4.4 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No draft Environmental Planning Instruments apply to the site or proposal.

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PART E CONSULTATION

5.1 COMMUNITY CONSULTATION

Public consultation in relation to the subject SSD Application commenced on 6 August 2013 when the request for DGR's was submitted to DoP&I for consideration.

A series of consultation packages containing the Request for DGR's, Concept Plan and architectural plans were sent to the relevant agencies and authorities listed below.

The consultation strategy seeks to inform and educate all relevant stakeholders, identify relevant issues and respond accordingly. As a Concept Approval relates to Oakdale Central, extensive public consultation has already occurred with local residents and other stakeholders to objectively identify and resolve issues so that the estate can be developed in the future. Accordingly, direct consultation with the public is deemed unnecessary under this application as the general building footprints and estate configuration have previously been considered in respect of public comments.

A summary of the consultation carried out under this application is provided as follows:

5.2 NSW DEPARTMENT OF PLANNING AND INFRASTRUCTURE

The Request for DGR's was sent to DoP&I on 6 August 2013 for construction of the proposed warehouse and distribution facilities.

A meeting was held at the Department's head office. Attendees at this meeting included:

- Will Dwyer – Goodman
- Richard Seddon – Goodman
- Nathaniel Murray – McKenzie Group Planning
- Chris Ritchie – NSW Department of Planning & Infrastructure
- Pascal van de Walle – NSW Department of Planning & Infrastructure

Matters discussed are summarised as follows:

- Issues raised by Fairfield City Council and the Department of Trade and Investment
- Modification requirements for the Concept Plan Approval MP08_0065 (due to modified building footprint on Lot 3).
- Public Consultation requirements and the need not to advertise, however it was advised that the EIS must provide rationale for extent of public consultation undertaken.
- Exhibition of proposed SSD 6078 and the target dates to ensure exhibition ends before the Christmas break.
- On-site stormwater detention basin and issues with approval through Council including permissibility
- Other Applications currently and/or previously lodged with Fairfield City Council - to be addressed in the EIS (with copies of relevant plans & consents),
- Proposed south area - how this will be progressed (Concept Proposal, Site Specific DCP etc.)
- North-South road link - timing & funding, and links with this proposal.

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5.3 FAIRFIELD CITY COUNCIL

A detailed consultation package was sent to Fairfield Council on 7 August 2013 outlining the proposed development and potential impacts resulting from the works proposed.

Council responded in writing to the documentation provided on 16 September 2013. A summary of the issues identified and the relevant response is provided as follows:

- *General Planning Issue – Consent Authority*
While the concern of Council is noted in respect of the assessment and determination of the subject application, the proposal qualifies as State Significant Development pursuant to clause 1 of Schedule 12 contained in *State Environmental Planning Policy (State and Regional Development) 2011* and is therefore required to be assessed by the Department of Planning & Infrastructure. The inclusion of three warehouses as part of this application seeks to ensure that all environmental and planning issues are dealt with collectively and the process is streamlined to enable the orderly development of the estate in accordance with the Concept Plan.
- *Upgrading of Old Wallgrove Road and the intersection of Old Wallgrove Road and Wallgrove Road*
As part of this application, it is proposed to carry out the upgrade works to Old Wallgrove Road to a sub-arterial 4 lane road. The design particulars have been included in this application (**Appendix 7**) and consultation is on-going with the affected landowners regarding the works.
- *Site development area and landscaping*
The layout and design of the estate allotments is proposed generally in accordance with the Concept Plan. Furthermore, compliance with the estate controls is achieved (refer **Table 11**) in terms of building setbacks and site coverage. The proposed landscaping scheme for the estate allotments has been prepared to mitigate visual impacts with suitable plant species included. The indicative species list has been selected for hardiness, ease of maintenance and proven ability in the area, taking into consideration indigenous species, the Cumberland Plain Woodland and other ecological habitats and communities.
- *Draft structure plan*
The proposed development has taken into account the Draft Structure Plan for the Western Sydney Employment Area, in particular the alignment of the proposed future link road.
- *Ecological Sustainable Development*
Environmentally Sustainable Design (ESD) measures, objectives and strategies have been addressed as part of the subject application (refer Section 6.9 of this EIS). In particular, the design of the proposal has taken into account and included provision for water re-use and energy generation.
- *VPA s94A issues*
The provision of Section 94A contributions is noted. Any approval issued for this proposal will require the payment of contributions prior to the issue of a Construction Certificate.
- *Statement of Commitments*
As demonstrated in Table 3 of Section 1.6, the proposal has considered the Statement of Commitments issued for the Concept Plan and is generally consistent.

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- *Flooding*
Flooding issues have largely been dealt with under the previous Concept Plan and earthworks development application, identifying the risks and mitigation measures for all development within the estate. For detailed explanation regarding the flooding impacts and how they have been addressed under the subject proposal, refer to Section 6.5 of below.
 - *On-site Detention*
On Site Detention for the lots shall be provided within the off-lot bio-retention basins as per the basin Development Application drawings approved by Fairfield City Council. As a result, no on-lot detention will be required (refer to Section 6.5 of this EIS).
 - *Drainage*
All stormwater drainage has been designed to comply with the relevant Fairfield City Council Engineering DCP (refer Section 6.5 of this EIS).
 - *WSUD*
All water quality improvements for stormwater runoff occur within the off lot bio-retention basins as approved by Fairfield City Council in the bio-retention basin Development Application drawings. Accordingly, no water quality improvement devices are required on the individual lots.
 - *Stream Health*
The design of the bio basins as part of the development applications submitted to Fairfield Council has taken into account measures to ensure stream health is not compromised and the integrity of these waterways is not adversely impacted.
 - *Natural Resource Management*
No works are proposed within the biodiversity lots under the subject application.
 - *Traffic and Parking*
Traffic and parking matters have been conclusively addressed within the Traffic Impact Assessment (**Appendix 10**). Specifically, the report addresses:
 - the daily and peak hour trips
 - the impact of the development on the local road network
 - the proposed against the parking provisions and relevant Australia standards
 - design and maneuvering provision (based on largest vehicle that will enter the site); and
 - provision of internal roadways
- The findings of the report conclude that the proposal is acceptable in terms of the traffic and parking impacts associated with the development (refer Section 6.4)
- *Fairfield Local Environmental Plan 2013*
As the site is zoned IN1 Industrial General under the provisions of the SEPP (WESA) 2009, the provisions of Fairfield Local Environmental Plan do not apply. Accordingly, further consideration of this Environmental Planning Instrument is not required.
 - *Fairfield City Wide Development Control Plan 2013*
The approved Concept Plan which relates to the estate provides controls for development which determine setbacks, site coverage and car parking. The proposed development has been designed in accordance with these controls. Notwithstanding, the provisions of Fairfield City Wide Development Control Plan 2013 have been considered in **Table 15** to demonstrate consistency.

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- *Environmental Management*

Matters raised in relation to the above are addressed as follows:

Noise

As detailed in Section 6.7 of this EIS, the Noise Impact Assessment has considered sensitive receivers, and during both the construction and operational phase. The resultant acoustic impacts are deemed acceptable.

Contamination

The Concept Plan for the estate has dealt with contamination matters and therefore no further investigation is required. As detailed in the site history, the previous land use was low intensity cattle grazing which does not pose any concerns. Furthermore, there are no extensive earthworks required under the subject proposal.

Dangerous Goods

As stipulated throughout this EIS, it is not proposed to store any dangerous goods within the warehouses.

Sewerage and Recycle Water System

A business case is currently being prepared for submission to Sydney Water Corporation to support alternate sewerage arrangements for the estate. This negates the need for a Sewerage Management Strategy as required under the Concept Plan. In the interim, a hold tank will service the subject allotments and be serviced regularly to ensure effective disposal of effluent and maintain the amenity of the estate and surrounding lands.

Salinity Assessment

As stipulated within investigations carried out under the Concept Plan, there are poorly drained sections of Ropes Creek and tributary gullies. Elsewhere, most of the site is classified as non or slightly saline with a scattering of moderately saline areas. For the purpose of this application, it is considered further investigations are not required as there are minimal earthworks proposed and the overall stormwater management scheme has dealt with run off under previous applications.

Soil and Water Management

A Soil and Water Management report was prepared by GHD in September 2010. A copy of this report is attached within Appendix H of the Civil Design Report (Appendix 7) which addresses relevant matters (refer Section 6.5 of this EIS).

In addition to addressing the above matters, Goodman and its representatives met with Fairfield Council on 21 October 2013 to discuss the above issues. The proposal as submitted has sought to address concerns raised by Council and ensure the built form is consistent with the desired character of the estate. Goodman will continue to consult with Council to advance the assessment of the matters raised.

5.4 PENRITH CITY COUNCIL

On 4 September 2013, a meeting was held with Penrith City Council to discuss the proposal, in particular the turning head located at the southern edge of the estate within the Penrith Local Government Area. Attendees at this meeting included:

- Robert Craig – Penrith City Council
- Michael Alderton - Penrith Council
- Eric Hausfeld – Penrith Council
- Andrew Popoff – Roads and Maritime Service s

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- Andrew Cowan – McKenzie Group Planning
- Nathaniel Murray – McKenzie Group Planning
- Andrew Johnston – Traffix

Matters discussed and agreed at this meeting are detailed hereunder:

- The turning head located in the Penrith LGA should initially be constructed as a right of carriageway rather than a public road. Council indicated they would not be able to easily access and maintain a small portion of public road at the edge of the LGA with access only via the Fairfield LGA.
- The roadway should be designed, built and certified to Council's standards as well as Austroads and RMS Guidelines. This will facilitate future dedication of the roadway as public road when the Oakdale South precinct develops in the future.
- A concept design for the ultimate configuration including the roundabout should be prepared as part of the application documentation.
- Flooding impacts from Ropes Creek should also be addressed as part of the application documentation.

As such, Council did not raise any objection to the proposed built form being the proposed warehouse and distribution facilities on estate allotments 1C, 2B and 3.

The proposal as submitted has addressed the above matters raised by Council as follows:

- The Statement of Commitments nominates the turning head as a right of carriageway until such time as Oakdale South is developed.
- The plans of the turning head have been prepared in accordance Austroads and Penrith City Council standards and the Statement of Commitments addresses makes provision this.
- A concept design for the ultimate configuration has been prepared for the turning head (**Appendix 7**).
- As discussed under "flooding" in the Fairfield City Council section above, a detailed flood investigation has previously been carried out and taken into account the finished pad levels for the subject estate allotments. On this basis, all flood impacts have been satisfactorily addressed.

5.5 BLACKTOWN CITY COUNCIL

A consultation package containing plans and a summary of the proposal was sent to Blacktown City Council on 7 August 2013 outlining the particulars of the proposal and requested a meeting regarding the Old Wallgrove Road upgrade. As such, Council is yet to formally respond to the matters raised in relation to these works. Goodman will continue to consult with Council throughout the assessment of this application to advance the matters raised.

Notwithstanding the above, it is noted that in principle, Council support the upgrading of the section of Old Wallgrove Road.

5.6 ROADS AND MARITIME SERVICES

A meeting was held on 16 August 2013 with RMS, attendees included:

- Owen Hodgson (RMS)
- Andrew Popoff (RMS)
- Gordon Trotter (RMS)
- Will Dwyer (Goodman)
- Michael Ossit (Goodman)

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- Andrew Johnson (Traffix)

The RMS made the following conclusions:

- It is reasonable for the assessment to rely on the traffic analysis undertaken for the Wallgrove Road/Old Wallgrove Road upgrade for the purpose of this application as this analysis included the future generation of the overall Oakdale development
- It was agreed that the upgrade to Old Wallgrove Road was needed to accommodate the future traffic volumes (however noted that the upgrade needed to make allowances for the future N-S connection through the Jacfin lands
- It was agreed that a turning head should be provided at the end of the estate road until such time that the lands to the south were developed
- Required compliance with AS2890.1 and AS2890.2 was confirmed.

The proposal has sought to address the matters above through the Traffic Impact Assessment, design of Old Wallgrove Road and the estate turning head. Provision of vehicle turning and car parking has also been made in accordance with AS2890.1 and AS2890.2.

5.7 SYDNEY CATCHMENT AUTHORITY

On 19 August 2013, a copy of the concept development plans and summary of the proposal was sent to Sydney Catchment Authority requesting comments. To date SCA is yet to respond directly to request provided. Goodman will continue to consult with SCA to advance the assessment of the matters raised.

It is noted that SCA provided a written undertaking to DoP&I regarding the proposal. Responses to these matters are as follows:

- Previous flood modelling carried out by GHD indicates the 100 year post developed flood level does not exceed the 100 year pre developed flood level. This indicates the development does not increase the flood levels around the pipeline and associated corridor. These results are presented within Appendix E of the Civil Design Report (**Appendix 7**).
- A security fence will be constructed along the pipeline corridor to ensure there is no access from the developed site into the pipeline corridor.

5.8 DEPARTMENT OF TRADE AND INVESTMENT, RESOURCES AND ENERGY

Following receipt of the DGRs, the Department of Trade and Investment (Resources and Energy) were consulted regarding the proposed development with a full copy of the proposed development plans provided for review. Malcolm Drummond (Senior Geoscientist Land Use) was contacted directly at the time of writing this EIS and he subsequently confirmed by email on 15 October 2013 that further consultation would not be required as there are no issues raised in relation to the proposal by Austral or PHG (refer Section 6.14).

5.9 DEPARTMENT OF PRIMARY INDUSTRIES

Office of Water

Following receipt of the DGRs, a consultation letter and copy of the development plans were sent to the Office of Water and Janne Grose was contacted by telephone. At the time of writing this EIS, the plans were still being reviewed with no specific comment provided to the proponent consultation package.

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It is noted that the Office of Water did however provide a direct response to DoP&I. The matters raised in attachment A of their response are addressed below:

- *Watercourse and Riparian Land*
All the lots are outside the riparian zone. This zone which is indicated on the bio-retention basin civil drawings approved by Fairfield City Council, highlight no civil works are constructed within this zone. All bio-retention basins will be fully fenced to prevent public access.
- *Surface Water*
As per the bio-retention Development Application drawings approved by Fairfield City Council, the off lot bio-retention basins will detain all on-lot stormwater. There will be no on-lot detention basins or tanks. Accordingly, rainwater harvesting will be incorporated within each lot.
- *Groundwater*
Two geotechnical investigations were carried out by GHD in December 2007 and Douglas Partners in 2007, both stating that groundwater is only likely to be encountered within the alluvial material adjacent or within the creek. All lots are away from the creek and proposed pad levels of the lots are well above the creek level. Therefore the likelihood of encountering ground water during civil works for each lot is considered negligible.

Crown Lands

Following receipt of the DGRs, a consultation letter and copy of the development plans were sent to Crown Lands (contact: Rebecca Johnston). At the time of writing this EIS, the plans were still being reviewed with no specific comment provided. Goodman will continue with both of these agencies to advance the assessment of the matters raised.

5.10 NSW OFFICE OF ENVIRONMENT AND HERITAGE

Consultation with the NSW Office of Environment and Heritage commenced following release of the DGRs. Rachel Lonie (A/Senior Team Leader) responded to the consultation request outlining that the proposal must satisfy the requirements set out in the DGRs with respect to flooding.

The proposal as submitted has sought to address all concerns related to the matters raised by the Office of Environment and Heritage as detailed below:

- *Flood and Stormwater Drainage Management*
The comments as stated within the Office of Environment & Heritage letter are identical to the flooding matters raised by Fairfield City Council (refer to responses above and Section 6.5).

5.11 SYDNEY WATER CORPORATION

Goodman will proceed to continue consultation following lodgement of this applications to advance the assessment of matters raised by Sydney Water.

It is noted that consultation has been on-going with Sydney Water regarding the sewerage carrier (East St Clair) to service the estate.

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PART F ENVIRONMENTAL RISK ASSESSMENT

6.1 DIRECTOR GENERAL'S REQUIREMENTS

The Director General's Environmental Assessment Requirements were received on 04 October 2013. The Key Issues include:

- Strategic Context
- Planning agreement/developer contributions
- Traffic and Transport
- Soil and Water
- Biodiversity
- Noise
- Air Quality and Odour
- Greenhouse Gas and Energy Efficiency
- Heritage
- Visual
- Waste Management
- Impacts on adjoining pipelines
- Access to Resources

The above matters are addressed in the following sections:

6.2 STRATEGIC CONTEXT

6.2.1 NSW 2021: A Plan to Make NSW Number One

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

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

The Chapter on Rebuilding the Economy is most relevant to the proposal as it provides objectives for achieving growth and prosperity. The plan makes a commitment that support large and small businesses and describes the importance of the private sector's role in maintaining and creating highly productive jobs to underpin the State's ability to realise higher standards of living for all people.

The proposed development will contribute to the ongoing growth WSEA to maintain and create jobs within the Sydney Metropolitan Region as the facilities will provide vital opportunities for warehousing and distribution purposes. *NSW 2021* provides the policy context for the State Government to support companies in achieving significant benefits for NSW.

6.2.2 Metropolitan Strategy for Sydney 2036

In December 2005 the NSW Government launched City of Cities – A Plan for Sydney's Future. In December 2010 the Strategy was updated and integrated with the Metropolitan Transport

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Plan to deliver a new 25 year Metropolitan Plan for Sydney 2036 (the Metro Strategy). The Metro Strategy focused on building the role of cities across the metropolitan area through integrating transport and land use planning, concentrating growth in centres to improve access to jobs, facilities and services and includes the following aims:

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

This project supports the Metropolitan Plan for Sydney 2036 by providing industry jobs and facilitating supply and distribution services for the region. It is an effective use of the approved industrial warehouse, suitable for the location and is compatible with other industrial uses on the site. The site is also within the Strategic Employment Lands in the Metropolitan Region as indicated in **Figure 7**.

The Strategy formally recognises the area referred to as the Western Sydney Employment Hub – a precinct containing 1,500 hectares of zoned industrial land with the potential to generate over 1,000 hectares of additional employment land. The subject site is located within a Key precinct that makes up this hub (**Figure 7**) and is consistent with the employment generating intent for this area.

The development results in further employment generation and significant infrastructure investment.

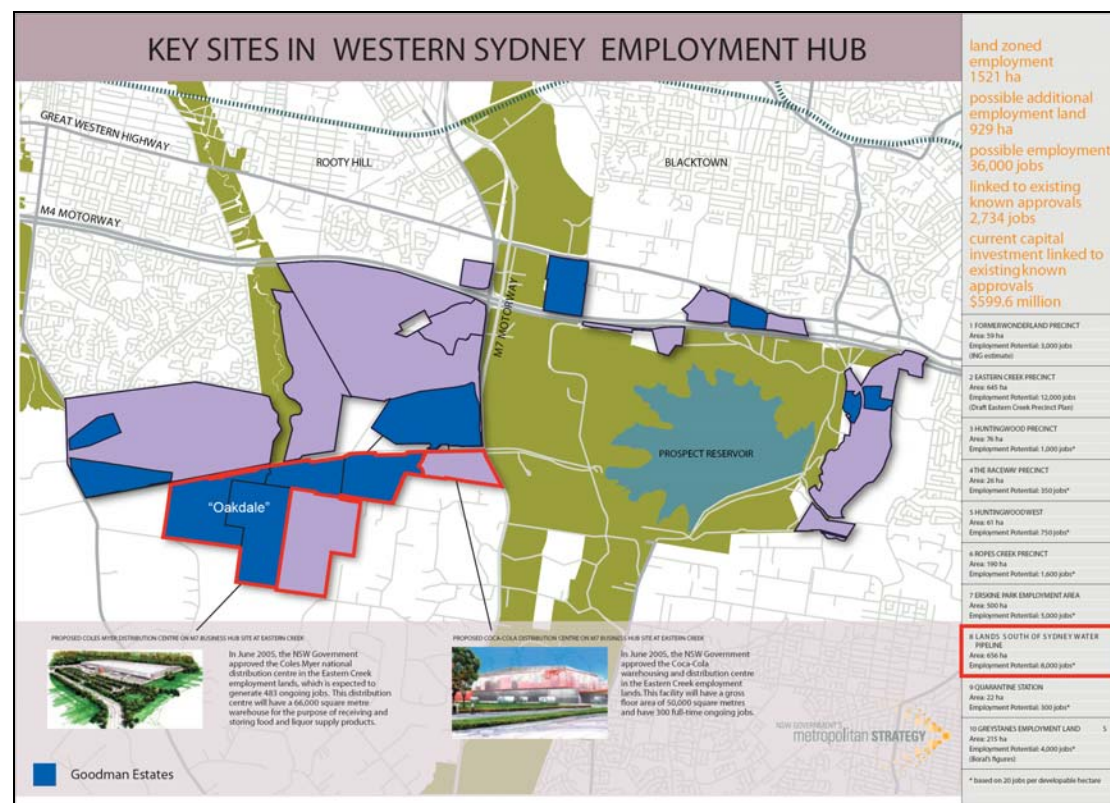


Figure 7: Western Sydney Employment Hub (Department of Planning & Infrastructure, 2013)

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6.2.3 Current Draft West Central and North West Sub-regional Strategies

The West Central Subregional Strategy translates objectives of the NSW Government's Metropolitan Strategy and the State Plan to the local level and describes the West Central as the gateway to Greater Western Sydney—the largest manufacturing region in Australia. West Central is the central hub of manufacturing and industrial activity for the Greater Metropolitan Region. The Fairfield LGA forms a key part of the sub-region and has a capacity target of 15,000 new jobs to 2031 (increase of 26.3% from existing employment provision).

Reiterating the overarching Metro Strategy, the site is specifically identified within the sub-region as being part of the Western Sydney Employment Hub. The sub-regional strategy considers the employment hub to be of state significance as it is expected to deliver an additional 36,000 jobs in Western Sydney. It is strategically positioned near the junction of the M4 and M7 Motorways making it highly accessible for the transport industry and workers.

The North West Subregional Strategy includes the Local Government Area of Penrith. The strategy identifies 140,000 dwelling houses and 130,000 new jobs as a growth target for the subregion as a whole. Under the Strategy Penrith is identified as a Regional City and has growth targets of 10,000 new dwelling houses and 10,000 new jobs by 2031. The subregion is identified to accommodate strong industrial growth.

The proposed use of consistent with the Strategy in that it will:

- contribute to the economic development of both Fairfield and Penrith LGAs in line with the current draft subregional strategies;
- contribute to achieving employment targets for both LGAs; and
- provide an appropriate use of approved industrial lands for industrial use and employment purposes.

6.2.4 Metropolitan Transport Plan 2010

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

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

The subject site has good access to the arterial road network making it easily accessible for the transportation of goods. Vehicle movements for the site have been previously approved and no significant disruption to existing level of service of the road network will result from the proposal.

6.2.5 Draft Metropolitan Strategy for Sydney to 2031

On 19 March 2013, NSW Planning and Infrastructure released a 'Draft Metropolitan Strategy for Sydney to 2031' (draft Metro Strategy). The Metro Strategy focuses on building the role of cities across the metropolitan area through integrating transport and land use planning, concentrating growth in centres to improve access to jobs, facilities and services.

In particular, the draft Metro Strategy includes increased targets for both housing and jobs when compared to the existing Metro Strategy 2036. In total, it is expected that 625,000 more jobs will be provided from 2013 to 2031.

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Improved transport connectivity will also be provided, with a key link being identified between Western Sydney and Sydney Airport, benefitting warehousing and distributions facilities such as the proposed development.

The Fairfield Local Government Area is located within the South West Subregion under the draft strategy. The existing employment provision for the subregion is estimated at 298,000 jobs. The target for subregion to 2031 is 432,000 jobs (an increase of 134,000 jobs).

Penrith (in which a small portion of the development will exist) is located within the West Subregion with a current employment population of 119,000 jobs. The target at 2031 is 156,000 jobs (an increase of 37,000 jobs).

This project supports the draft Metropolitan Plan for Sydney 2031 by providing industry jobs and facilitating supply and distribution services for the region. It is an effective use of the approved industrial warehouse, suitable for the location and is compatible with other industrial uses on the site. The site is also within a strategic Employment Lands area of the Metropolitan Region which is designated for increased employment opportunity.

6.2.6 Western Sydney Employment Hub

Draft State Environmental Planning Policy (Western Sydney Employment Hub) 2008 was exhibited in March 2008 and covered the area of central western Sydney centred on the intersection of the M7 and M4 motorways, identifying ten precinct areas including South of Sydney Water Pipeline – an area known as the Western Sydney Employment Hub (WSEH). The primary objectives of the draft SEPP were to protect and enhance land for employment purposes and provide for coordinated development of the WSEH.

The development of a number of precincts within the WSEH is well advanced including a range of developments accommodating extensive warehousing and distribution centres, manufacturing facilities and quarries. The subject site is located in Area 8 – 'Lands South of the Sydney Water Pipeline' within the WSEH.

It is noted that the strategic planning for infrastructure requirements for the WSEH were also being considered by the Department at this time, including:

- a concept plan for the road network to service the WSEH – The Link Road; and
- an assessment of the regional infrastructure required to service the WSEH together with the broader Western Sydney Employment Lands Investigation Area.

At the time of the approval for MP08_0065, the State Environmental Planning Policy (Western Sydney Employment Area) 2009 had not been finalised. In addition, a determination of the Link Road Concept Plan had yet to be made, and the specific layout of the regional road network for the broader Western Sydney Employment Area was still being determined.

As a result, the Oakdale Central proposal is designed to accommodate the location of the SEPP (WSEA) road network, specifically:

1. a new sub-arterial road to the east of the estate which travels north and aligns with the Archbold Road intersection on the Erskine Park Link Road (EPLR);
2. retaining the current alignment of Old Wallgrove Road to the east of the site access road for upgrade linkage to the Roberts Road intersection of the EPLR; and
3. maintains provision for the future east-west corridor of the Chandos Parkway (a 60 metre road reservation)

In August 2009, *State Environmental Planning Policy (Western Sydney Employment Area) 2009* commenced and rezoned the site to IN1 General Industrial, and at the same time, the

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Concept Plan approval for the Link Road Network was made, approximately seven (7) months after the approval of MP08_0065. *Fairfield Local Environmental Plan 1994* ceased to apply to the site upon gazettal of the SEPP.

Project approval for The Northern Link Road (formerly referred to as the Erskine Park Link Road) was approved by the Department of Planning and Infrastructure in 2010. The proposal related to the construction of a 3.1km roadway between Lenore Lane to the west and Old Wallgrove Road to the east. The roadway includes the construction of a four lane divided carriageway and 3.0m shared pedestrian cycle way. This road is now constructed.

This SSD seeks approval to design and construct an upgrade to Old Wallgrove Road to make provision for a sub-arterial road. This can be accommodated without preventing any north/south link to Archbold Road

6.3 PLANNING AGREEMENT/DEVELOPER CONTRIBUTIONS

As part of the approval for MP08_0065, the Goodman Property Services (Aust) Pty Ltd and BGAI 6 Pty Ltd entered into a Planning Agreement with the Minister for Planning and Infrastructure.

The Planning Agreement is dated 25 March 2011 and at the time of execution, only applied to land and the first two stages of the Oakdale Central development, being Lots 1A and 2A.

The parties have since agreed to vary the Planning Agreement so that it applies to original inclusions (the land and Lots 1A and 2A), but also to the remaining stages of the Proposed Development, being Lots 1B, 1C, 2B, 3A, 3B and 4. The variation has been executed by the parties.

The Amended Planning Agreement provides that the Developer will make a further monetary contribution in the order of \$6,147,000 for the purposes of the provision of regional transport infrastructure and services in accordance with clause 29 of *State Environmental Planning Policy (Western Sydney Employment Area) 2009*.

The amount of the monetary contribution will be paid in instalments calculated on the basis of an estimate of the net developable area for each stage of the Proposed Development. The instalments are payable prior to the issue of each relevant subdivision certificate (or construction certificate, whichever is the earlier) as set out in Schedule 4 to the Amended Planning Agreement.

The Amended Planning Agreement also makes provision for the Developer to elect to provide the development contribution by carrying out road work on land to which the SEPP applies as work in kind as an alternative to paying the monetary contribution (or as a full or partial offset against the value of the monetary contribution). The location, nature, extent and timing of the WIK Road Works must be agreed between the Developer, the Minister and Roads and Maritime Services.

The objective of the Amended Planning Agreement is to facilitate the delivery of the Developer's contributions towards the provision of regional transport infrastructure and services referred to in clause 29 of the SEPP, so as to enable the Director-General of the Department of Planning and Infrastructure to certify in writing that satisfactory arrangements have been made.

The Minister and the Developer have assessed the Amended Planning Agreement and both hold the view that the provisions of the Amended Planning Agreement provide a reasonable means of achieving the public purpose set out above. This is because it will ensure that the

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Developer makes appropriate contributions towards the provision of infrastructure, facilities and services referred to in clause 29 of the SEPP, so as to enable a Satisfactory Arrangements Certificate to be issued.

A copy of the original VPA and variation being finalised are attached as **Appendix 2**.

6.4 TRAFFIC AND TRANSPORT

A Traffic Impact Assessment (TIA) prepared by Traffix (**Appendix 10**) has been undertaken to identify the traffic and parking implications of the proposal in the context of existing conditions, prior approvals and anticipated development. The findings of the Assessment are summarised in the following sections:

6.4.1 Consistency with Previous Approvals and Proposed Road Upgrades

The TIA recognizes that at the time of the Concept Plan approval, neither the Western Sydney Employment Area SEPP (WSEA) nor the Northern Link Road Concept Plan had been finalised. As such the original Concept Plan application made a number of allowances to ensure the future extension of Archbold Road could be accommodated. Following approval of the SEPP and Link Road Concept Plan, a modified Oakdale Central Concept Plan was submitted in response to the WSEA SEPP arterial road infrastructure map.

The final Concept Plan approval required all subsequent Project Applications to provide a traffic assessment for any proposed development within the Estate Concept Plan area in accordance with the RTA's 'Guide to Traffic Generating Developments'. The Part 3A Concept Plan approval also required that Transport Management and Accessibility Plan' (TMAP) be undertaken and provided to the Department of Planning and Infrastructure for approval. This has been undertaken and submitted (**Appendix 10**).

The Northern Link Road, renamed Lenore Drive is now open and provides a connection between Lenore Lane in the west and Old Wallgrove Road to the east while upgrade works to Old Wallgrove Road and Wallgrove Road intersections are also proposed and expected to commence in 2014. This includes the construction of a "mini-link road" which is to form the western leg of a new signalised intersection with the northbound M7 Interchange. To the north it will form a new intersection with Old Wallgrove Road.

Furthermore, the Southern Link Road Network is required to accommodate travel demand generated by employment within the WSEA. The southern link road is currently being investigated by the DoP&I and comprises:

- An east-west route between Bakers Lane and Wallgrove Road or the M7 Interchange, to the south of the Oakdale Central Precinct; and
- Eastern and western north-south links connecting the southern link road with the Northern Link Road.

Old Wallgrove Road is to be upgraded to a four lane sub-arterial road carrying two lanes of traffic in both the northbound and southbound direction; however, provision has also been made for an alternate road connection being provided via the Jacfin land, consistent with discussions with DoP&I and Jacfin.

As outlined previously, it is proposed to upgrade part of Old Wallgrove Road to a sub-arterial 4 lane road, with as minimal amount of change to the alignment of the existing road as is possible. The construction is to be in 2 stages of 2x2 lanes with a central median. The 2 lanes closest to Transgrid to be constructed first. The completion of the entire project will be subject to agreement with the State Government on funding obligations. Any existing intersections are to be priority intersections but capable of signalisation later.

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The proposed upgrade works described above will allow for the future T Intersection to be accommodated in the future and when demand requires. The proposed road alignment and future T intersection is indicated in **Appendix 7**.

The proposal is in response to the modelling conclusions reached by GHD, undertaken on behalf of the DoP&I relating to the future north-south connections. The ultimate design is shown in the plans generally includes the provision of a 22 metre carriageway carrying two through lanes in both directions and 3.5-4.0 metre wide verges.

It is also proposed to carry out a minor extension to the estate road to provide a turning head designed to meet the standards of Austroads and Penrith City Council. Once Oakdale South is developed, this shall be transformed to a round-about to cater for increased traffic volumes (refer Part E in relation to Penrith City Council consultation).

6.4.2 Existing Traffic Conditions

The road hierarchy in the vicinity of the site is supported by a number of major arterial roads, including:

- M7 Motorway
- Wallgrove Road
- Old Wallgrove Road
- Southridge Street
- Capicure Drive
- The Estate Road running in an east-west direction to the south of the site which will provide all access to the proposed development.

The key existing intersection in the vicinity of the site is identified as the interchange between Old Wallgrove Road, Wallgrove Road and the M7 Motorway. This intersection will accommodate the main entry and exit movements associated with the proposed development in the short to medium term.

6.4.3 Proposed Traffic Impacts

This current application relates to the development of three industrial/warehouse developments with a total GFA of 149,000m² on 26.2 hectares of site area. Application of the rates adopted in the recent strategic traffic modelling adopted for WSEA precinct undertaken by GHD (10.5 trips per hectare per hour) results in a future generation of 275 veh/hr.

Notwithstanding, surveys of comparable facilities have been undertaken by RMS and published in the August 2013 Technical Direction, "Guide to Traffic Generating Developments Updated Traffic Surveys". The surveys undertaken by RMS and published in the above mentioned document included two major industrial precincts similar in nature to the Oakdale Central Precinct being; Wonderland Business Park and the Erskine Park Industrial Estate (located to the north and west of the subject site respectively). The surveys identified the following peak hour traffic generation rates:

- Wonderland Business Park: 0.202 vehicle trips per 100m² of GFA;
- Erskine Park Industrial Estate: 0.163 vehicle trips per 100m² of GFA.

Application of the above rates to the proposed floor space associated with this application (149,000m²) results in a future generation of between 245 veh/hr and 300 veh/hr respectively. It is therefore evident that the rates adopted by the RMS and DPI strategic analysis for the Old Wallgrove Road upgrades and the future north-south connections to the Southern Link Road of 275 veh/hr is consistent with surveyed rates of similar developments in the locality.

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The anticipated traffic generation from the proposed development in combination with other lots within the Oakdale Central estate and land further south, necessitates an upgrade to Old Wallgrove Road in order to ensure the network has capacity.

Modelling of the future performance of the has taken into account the modelling results identified for the Wallgrove Road upgrade as well as the future Southern Link Road north south connections. The TIA concludes that the external road network will operate with a satisfactorily level of service and with only moderate delays at all key intersections under both the 2021 and 2031 modelling scenarios. This represents a significant improvement (particularly at the intersection of Wallgrove Road & Old Wallgrove Road) to that which occurs currently.

It is noted that the DGR's request analysis of the future operation of the intersection of the Estate Road and Old Wallgrove Road. In this regard, the intersection currently operates as a priority controlled T Junction with priority given to the through movement along Old Wallgrove Road. The intersection currently accommodates traffic generally associated with the Oakdale Precinct and the existing CSR Bricks development at the end of Old Wallgrove Road. The intersection has been observed to operate with a Level of Service A at all times.

Insufficient information is available at this time to accurately model the future operation of this intersection in the horizon years of 2021 or 2031. It is however noted that this is expected to be undertaken by the DPI and relevant consent authorities as part of the ongoing assessment of the Southern Link Road. Notwithstanding, allowances have been made for the future signalisation of this intersection.

The roundabout controlled intersection at the western extent of the Estate Access road within the Penrith Council LGA proposed under this application has been designed in accordance with the requirements of Austroads however be constructed as a turning head only until such time that development to the south warrants the full development of the intersection. This solution is in line with consultation with Penrith Council and the RMS.

6.4.4 Parking Requirements

The approved Oakdale Central Concept Plan parking rates has been assessed and requires parking to be determined at the rates shown in **Figure 8**.

Lot	Land Use	Area (m ²)	Concept Plan Approved Parking Rate	Parking Requirement	Provision
Lot 1C	Warehouse	26,700	1 space per 200m ²	134	134
	Office	805	1 space per 40m ²	20	35
Lot 1C Total				154	169 ¹
Lot 2B	Warehouse	31,530	1 space per 200m ²	157	154
	Office	1,495	1 space per 40m ²	37	40
Lot 2B Total				194	194 ²
Lot 3	Warehouse	86,280	1 space per 200m ²	431	447
	Office	2,190	1 space per 40m ²	55	55
Lot 3 Total				486	502*

Figure 8: Oakdale Central Parking Rates

The TIA concludes that the provision of parking for all lots either complies or exceeds the requirements set out in the Oakdale Central Concept Plan approval. It is noted that the proposal includes the provision of 51 parking spaces as "provisional parking" with these

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spaces located within the hardstand area (11 in Lot 1C and 40 in Lot 2B). These additional spaces are not considered necessary based on tenant enquires for this and similar developments in the locality.

However, in the event that any future tenant requires parking in excess of that provided, these provisional spaces would be line marked and used by staff as necessary.

As documented in the Oakdale Central Concept Plan, developments with more than 50 car parking spaces are to provide a minimum of 2% allocated to disabled parking.

Accordingly, the proposal provides the following disabled parking spaces:

Lot 1C - 3 spaces

Lot 2B - 4 spaces

Lot 3 - 10 spaces

These spaces shall be designed in accordance with AS 2890.6 (2009), which requires 2.4 metres width and a 2.4 metre wide adjacent shared area.

6.4.5 Access and Internal Design

Lot 1C Access

Access to the employee and visitor car park is proposed via a 6.0 metre combined entry and exit driveway to the Estate Road located approximately 85 metres west of the eastern site boundary. The development includes the provision of 169 spaces and therefore requires the provision of a Category

2 driveway being a combined entry exit driveway with a clear width of between 6.0-9.0 meters. The proposed 6.0 metre driveway therefore complies with the requirements of AS2890.1.

Lot 2B Access

Access to the employee and visitor car park is proposed via a 6.0 metre combined entry and exit driveway to the Estate Road located approximately 50 metres west of the eastern site boundary. The development includes the provision of 154 spaces within the formal car park and therefore requires the provision of a Category 2 driveway being a combined entry exit driveway with a clear width of between 6.0-9.0 meters. The proposed 6.0 metre driveway therefore complies with the requirements of AS2890.1. An additional 36 provisional spaces are provided within the hardstand. Access to these spaces, if required, will be via the heavy vehicle accesses located on the eastern and western boundaries.

Lot 3 Access

Access to the employee and visitor car park is proposed via two 7.5 metre combined entry and exit driveway to the Estate Road located approximately 60 metres and 360 metres west of the eastern site boundary respectively. The development includes a total of 502 parking spaces and two access locations and therefore requires the provision of a Category 2 driveway being a combined entry exit driveway with a clear width of between 6.0-9.0 meters. The proposed 7.5 metre driveways therefore comply fully with the requirements of AS2890.1.

Internal Design

The internal car park generally complies with the requirements of AS 2890.1 (2004) and the following characteristics are noteworthy:

- All staff and visitor parking spaces exceed (are superior to) the requirements for a Class 1A user under AS2890.1. In this regard the design includes the provision of a minimum space length of 5.4m a minimum width of 2.5m and a minimum aisle width of 6.2m.
- All spaces located adjacent to obstructions of greater than 150mm in height are provided with an additional width of 300mm.

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- Dead-end aisles are provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1.
- All disabled parking spaces are designed in accordance with AS2890.6. Spaces are provided with a clear width of 2.4m and located adjacent to a minimum shared area of 2.4m.
- Appropriate visual splays are to be provided in accordance with the requirements of Figure 3.3 of AS2890.1 at all accesses.
- A swept path analysis of all critical movements has been undertaken to confirm geometry and compliance with the relevant standards.

The internal hardstand area of Lot 1C has been designed to allow for two-way circulation along the eastern site boundary in close proximity to the majority of service docks. A one-way circulation roadway (accessed via the western driveway) is also proposed to provide access to the western and northern building facades. Appropriate signposting and line marking will be provided and will clearly outline appropriate circulation paths and internal intersection priorities.

Lot 2B has been designed to allow two way circulation along the eastern and western boundaries however only one-way westbound flow is permitted along the southern site boundary. This allows for flexibility in access and the internal traffic management for any future tenant.

Lot 3 is designed with a one-way clockwise circulation only and can accommodate all vehicle types including B-doubles.

Lot 1C Servicing

Service vehicle access to Lot 1C is proposed via two separate driveway crossings located on the eastern and western site boundaries. The driveway located on the eastern site boundary is proposed with a 17.2 metre clear width and will accommodate both entry and exit movements by vehicles up to and including 19 metre articulated vehicles. The western access is proposed with a clear width of 12.5m and will generally accommodate entry movements only.

Lot 2B Servicing

Service vehicle access to Lot 2B is proposed via two separate combined entry and exit driveway crossings located on the eastern and western site boundaries. The driveway located on the eastern site boundary is proposed with a 25.0 metre clear width and will accommodate both entry and exit movements by vehicles up to and including 19 metre articulated vehicles. The western access is proposed with a clear width of 12.0 metres and will generally operate as a secondary access. Both driveways crossings comply with the requirements of AS289.2.

Lot 3 Servicing

Access to Lot 3 is proposed via a consolidated driveway crossing located on the western site boundary. The proposed access will ultimately form the 3rd leg of a roundabout controlled intersection with the Estate Road and the future connection to Oakdale South. The access is proposed with a clear width of 11.5 metres and can accommodate simultaneous access by vehicles up to and including 26.0m B-Doubles.

6.4.6 Alternative Transport Methods

The strategy to improve public transport facilities will be enhanced once the WSEA road network is further developed and in particular the completion of the Wallgrove Road upgrade. These improved public transport facilities will assist in achieving a realistic shift from private car usage. In terms of current services, it is evident that the site is not currently serviced by the existing bus network, generally due to the lack of employment in the area at this time.

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The 738 bus services Mt Druitt to Eastern Creek Business Park terminating at Roberts Road/Capicure Road which is approximately 1.5km from Oakdale Central and adjacent to the Coles Myer Distribution Centre. This services represents the most “usable” service for the site at this time. It is expected that the Northern Link Road will provide a key infrastructure upgrade enabling the development of public transport and in particular bus services within WSEA.

Railway Stations are located at St Marys and Mt Druitt to the north and north-west of Oakdale Central. The metropolitan Transport Plan produced in 2010 incorporated ten year funding which intends to provide a \$4.5 billion Western Express City Rail Service. This service intends to significantly reduce commuting times between Western Sydney and the city.

Cycleway / shared path upgrades are proposed on Lenore Drive and on Horsley Drive in Horsley Park. These will provide links to existing commercial centres and the M7 motorway and provide a framework for the future cycleway development. It is noted that future cycleway development is dependent on future road construction and progressive development of the region.

In particular the existing M7 shared path which runs parallel to the M7 motorway between Prestons and West Baulkham Hills with an overall length of 40 kilometres provides extensive opportunities to implement future cycle networks in accordance with the objectives of the NSW Bike Plan. There are existing connections in the vicinity of the site at The Horsley Drive, Redmayne Road, Chandos Road, The Austral Bricks access road, Wallgrove Road and Old Wallgrove Road. These connections provide a basis for potential future cycleway upgrades linking the WSEA.

The provision of adequate bicycle facilities for all future developments within the Oakdale Central Precinct will further encourage the use of the existing networks and will assist in the reduction of trips associated with private vehicles for the journey to work.

6.5 SOIL AND WATER

AT&L have prepared detailed engineering plans and an accompanying report for the proposed development (**Appendix 7**) which includes a Soil and Water Management Plan.

6.5.1 Stormwater Management

As part of the Concept Approval and associated Project Approval related to the site, GHD prepared a precinct wide stormwater management strategy which forms the basis of the stormwater management design of this application.

A summary of Council and GHD requirements and recommendations adopted is listed below:

- Stormwater detention in accordance with estate stormwater management strategy catering for 250 m3/ha of developable site area. OSD will have restricted outlet sizes based on a permissible site discharge of 140L/s/ha.
- Stormwater management to mitigate post development flows to pre-developed flows for peak Average Reoccurrence Interval (ARI) events.
- WSUD to achieve target reductions:
 - 85% Total Suspended Solids (TSS)
 - 65% Total Phosphorus (TP)
 - 45% Total Nitrogen (TN)
 - 90% Gross Pollutants (GP)
 - Finished Floor Levels (FFL) to have minimum 300mm freeboard to 100 year overland flows.

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Each estate allotment has been designed to integrate with the estate stormwater management strategy. As such, Lot 1C will drain into the adjacent bio-retention basin located to the west of the lot, Lot 2B drains to the estate road stormwater network and then into the bio-retention basin west of Lot 1C, while Lots 3A and 3B will drain into the bio-retention basin to the west.

As a result no on-lot detention will be required. All stormwater drainage has been designed to comply with the relevant Fairfield City Council Engineering DCP. The civil engineering drawings within Appendix B of the Civil Design Report (**Appendix 7**) comply with Council standards. Runoff from the site is contained within the relevant lots and all upstream catchments have been taken into account. A DRAINs hydraulic software model has been prepared for the stormwater design of the development.

No adverse affects have been proven on these basins as per the Development Application basin drawings approved by Fairfield City Council.

Water quality improvements for stormwater runoff will occur within the off lot bio-retention basins as approved by Fairfield City Council (refer to the the bio-retention basin Development Application drawings – **Appendix 2**). No water quality improvement devices are required on the individual lots.

6.5.2 Flooding

The Concept Approval was supported by a report prepared by GHD which determined the 100 ARI Flood Level. For the purpose of the application, the level determined adjacent to the proposed basin west of Lot 1C and basin west of Lot 3 has been adopted as the tail water levels for the hydraulic modelling of the basin and stormwater network for all Lots.

A copy of the GHD Flood Report (and Water Sensitive Urban Design Strategy – dated September 2010) is attached within Appendix E of the Civil Design Report (**Appendix 7**). It is considered that this Report has determined the impact of flooding on the proposed development with all relevant provisions addressed as it indicates that development floor levels are located outside of the 100-year ARI flood extent and at an elevation above the 100-year ARI flood level (plus a suitable freeboard). This modelling includes flooding from Ropes Creek and its tributaries.

The subject application does not involve filing of land, thus there will be no impact in terms of flooding from such works. The GHD Flood report does take into account the finished pad levels and shows no adverse flood impacts. These earthworks have been dealt with under a separate Development Application by Fairfield City Council.

A review of the Probable Maximum Flood (PMF) extends from the GHD flood report of July 2013 and indicates there is some flooding of the estate road and parts of Lot 3 occurring within the PMF event. In the event of the PMF occurring, safe evacuation via the estate road is available for users of Lots 1C and 2B.

For Lot 3, in the event of a PMF occurring evacuation is not possible along the estate road, however safe refuge within the site is available where most areas are wholly above the PMF level.

Based on the above, all flooding issues associated with the proposed development have been satisfactorily addressed.

6.5.3 Erosion and Sediment Control

Soil and Water Management Plans (SWMP) have been prepared for each of the allotments in

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accordance with the NSW Department of Housing Publication titled: Managing Urban Stormwater- Soils and Construction (2004).

The SWMP seeks to minimise sedimentation impacts associated with the construction by virtue of the following methods:

- Diversion of “clean” water away from the disturbed areas and discharge via suitable scour protection.
- Provision of hay bale type flow diverters to catch drainage and divert to “clean” water drains.
- Diversion of sediment-laden water into temporary sediment control basins to capture the design storm volume and undertake flocculation (if required).
- Provision of construction traffic shaker grids and wash-down to prevent vehicles carrying soils beyond the site.
- Provision of catch drains to carry sediment-laden water to sediment basins.
- Provision of silt fences to filter and retain sediments at source.
- Where future construction and building works are not proposed, the rapid stabilisation of disturbed and exposed ground surfaces with hydro-seeding.

Based on the findings and recommendations of this plan, all relevant issues in relation to soil and water have been satisfactorily addressed. As previously stated, the earthworks for the pads have been dealt with under separate applications.

6.6 BIODIVERSITY

A Vegetation Management Plan has been prepared to establish land for environmental conservation (**Figure 9**).

The VMP prepared by AECOM covered both Riparian corridors, Ropes Creek and the tributary in the middle of Central Oakdale and has been developed in accordance with the Office of Water requirements.

It is noted that the proposed bio retention basin outlet swale which are currently being considered as part of the Development Application with Fairfield City Council will encroach on the riparian zone associated with Ropes Creek. An addendum to VMP has also been prepared as to ensure the objectives of the plan are adhered to as the site continues to undergo development (**Appendix 3**).

Works proposed under the subject application shall not result in any change to the biodiversity allotments, however it is proposed to use Ropes Creek as a bio-bank. The draft Statement of Commitments in Part G details the timing and particulars of this component of the proposal.

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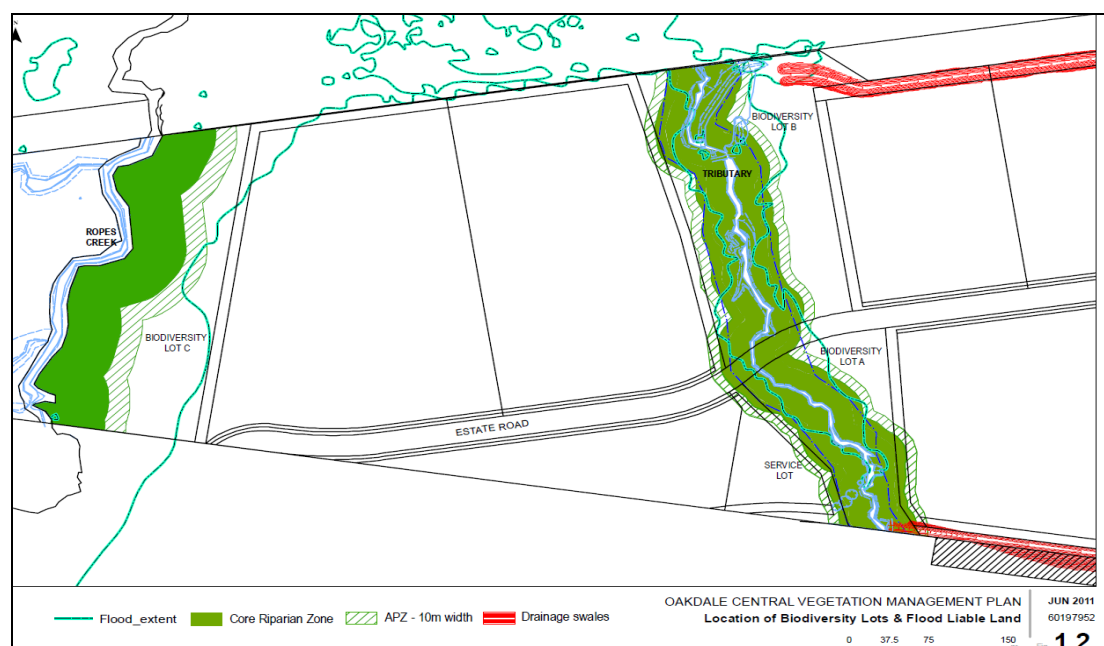


Figure 9: Vegetation Management Plan (AECOM, 2011)

6.7 NOISE

The proposed development will generate some impacts associated with construction and operation of the proposed warehouse and distribution facilities, specifically:

- Building works on Lot 1C.
- Building works on Lot 2B.
- Building works on Lot 3.
- Operation of warehouse/distribution centres of Lots 1C, 2B and 3.

A Noise Impact Assessment (NIA) has been prepared by SLR Consulting (**Appendix 11**) which addresses the above scenarios.

The project noise specific criteria are provided below in **Figure 10**. This has been applied and is more stringent of the project specific noise criteria contained within the Concept Plan Approval. Receiver locations have also been identified for the purpose of this assessment (**Figure 11**).

6.7.1 Construction Noise

Based on the assessment carried out, it is concluded that construction noise prediction results show that compliance will be achieved with the design goals at all receptor locations.

Hours of construction are proposed to be compliant with as stipulated in the Statement of Commitments being 7am to 6pm.

6.7.2 Operational Noise Emissions

Compliance with the noise criteria is achieved at all residential receivers and the college for all periods during calm weather.

However when Class F temperature inversion is occurring, the potential noise impact was predicted to exceed the night time noise limit by up to 3 Dbaat two locations.

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Access to the site will be from Old Wallgrove Road, Wallgrove Road and the M7. No residential receptors are located between the M7 motorway and the site, consequently as the number of vehicle movements on the M7 is 136,000 per day, the proposed increase in traffic volumes from additional traffic utilizing the road will be negligible.

To ensure acceptable noise limits in perpetuity, it is recommended that the following measures be implemented.

- Prompt response to any community issues of concern;
- Noise monitoring on site and within the community;
- Refinement of onsite noise mitigation measures and plant operating procedures where practical.
- Preparation of a formal noise management plan including noise monitoring program.
- For equipment with enclosures (i.e. compressor rooms) ensure door and seals are well maintained and kept closed when not in use.
- Keep plant and equipment well maintained, regular inspection and maintenance of equipment to ensure it is good working order.
- Equipment not to be operated until it is maintained or repaired.
- Regularly train workers (i.e. toolbox talks) to use equipment in ways to minimise noise.
- Operate mobile plant in a quiet, efficient manner.
- Switching off vehicles and plant when not in use.
- Incorporate clear signage at the site including relevant contact numbers for community enquiries.

Based on the above measures and the findings presented in the NIA, the proposal is deemed acceptable with respect to the impact on the surrounding environment and is consistent with the desired amenity for the locality.

Location	Period	Construction Stage	Operational Stage	
		LAeq(15minute)	Limiting Noise Criteria LAeq(15minute)	Sleep Disturbance LA1(1minute) Noise Goal
Location1 315-321 Burley Road	Daytime	47	39	N/A
	Evening	N/A	39	N/A
	Night	N/A	39	49
Location 2 Lenore Lane	Daytime	46	39	N/A
	Evening	N/A	38	N/A
	Night	N/A	35	45
Location 3 Emmaus College	When in use	55 (45 internal)	45 (35 internal)	N/A
Location 4 32 Aldington Road	Daytime	43	38	N/A
	Evening	N/A	38	N/A
	Night	N/A	38	48

Figure 10: Project Noise Specific Criteria (SLR, 2013)

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Figure 11: Receiver Locations (SLR, 2013)

6.8 AIR QUALITY AND ODOUR

The proposed campus of warehouse and distribution facilities will not affect the air quality of the surrounding environment. Air quality impacts generated in the operational phase will be primarily derived from heavy vehicles travelling to and from the sites while main impact during construction will be dust from excavation. Such impacts are considered typical based on previous facilities similar to that constructed and now operational across the metropolitan area.

An Air Quality Impact Assessment has been undertaken by SLR Consulting and is attached as **Appendix 14**. The impacts associated with the proposed development are discussed in more detail below.

It is noted however that detailed information on expected traffic movements, including vehicle category, traffic frequency for each category was not available at the time of preparing this assessment report and will depend on the requirements of the future tenants. Therefore, vehicle categories and traffic data used in this assessment were estimated based on the proposed site layouts and relevant information from a similar warehouse distribution facility recently assessed by SLR.

6.8.1 Construction Phase Impacts

Construction of the facilities is to be staged and will not be simultaneous across the allotments, thus there will be limited cumulative impacts (refer staging Plan at **Appendix 5**). As previously mentioned, it is anticipated that dust will have the most significant impact on air quality. Impacts associated with dust are proposed to be mitigated by the Site Manager (or delegated employee) will undertaking daily environmental inspections of the works and worksite. This may include (but not be limited to):

- Visual inspection of airborne dust.
- Ensure roads leaving the site are free of soil, and prevention of soil tracking onto the road network.
- Inspection of erosion and sediment controls.
- Inspection of stockpiles.

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- Inspection of internal roads.
- Inspection of waste storage areas.
- Inspection of any rehabilitated areas (where relevant).
- Ensure site signage is clear and appropriate.

In addition to the above, the following procedures and requirements should be followed during the construction phase of the project to minimise the impact of dust and particulate generated in association with the proposed development:

- Sealing of roads (where possible) and regular watering of roads (as noted above) utilising water carts or a wet spray system.
- All unsealed trafficable areas should be kept sufficiently damp during working hours to minimise windblown or traffic generated dust emissions. Continued use of water on dirt roads helps the formation of a crust so that dust is not as easily generated.
- Truck loads should always be covered with a lid or tarpaulin.
- Truck movements should be controlled on site and restricted to designated roadways.
- Truck wheel washes or other dust removal procedures should be installed to minimise transport of dust off-site.
- No dust, soil or mud should be deposited from any vehicle on public roads. Where wheel washing facilities and/or truck shaker grids are provided at the construction works area, all drivers of construction vehicles shall utilise the wheel wash prior to leaving the works area and entering public roads.
- Any dust soil or mud deposited on public roads by sub-contractors construction activities and vehicle movements should be removed immediately and disposed of appropriately.
- If necessary, modifying construction activities during periods of high wind.
- Vegetated buffers should be considered for implementation around the site boundary to act as a physical barrier to the transport of pollutants in the direction of sensitive land uses (i.e. residences). Plant species considered should include primarily native, evergreen plant species of a diverse variety and height.

Additional measures have been identified within the Air Quality Impact Assessment as further considerations should they be required to further mitigate against construction impacts.

6.8.2 Operation Phase Impacts

Operational activities that are to occur on the proposed sites are receipt, storage and dispatch of products as part of the distribution centres' bulk warehousing and distribution services. These activities will involve:

- unloading and loading of goods via trucks and shipping containers;
- management of inventory in a racked and stacked environment;
- order fulfilment including picking and packing of finished orders for customers;
- loading of transport vehicles;
- management of product returns;
- inspection of goods for quality assurance purposes; and
- product embellishment.

During the operational phase, wheel-generated dust from vehicles, travelling on sealed roads and exhaust emissions from heavy vehicles idling at the site are likely to be the main sources of emissions.

Based on the assessment of this report it is concluded that:

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- relevant 24-hour or annual average PM2.5 criteria at any surrounding sensitive receptor locations;
- incremental annual average PM10 impacts predicted as a result of the proposed operations are minimal
- the cumulative annual average PM10 concentrations predicted at all surrounding sensitive receptor locations are well below the relevant OEH guideline.
- TSP concentrations at all receptors are minimal compared to the relevant OEH guideline (<15% of the criterion).
- the predicted cumulative 1-hour and annual average NO2 concentrations are well below the relevant OEH criteria at all receptors

In terms of odour impacts, there is an on-site waste water storage system that is currently connected to an on-site sewer system, however no waste water/sewage treatment is conducted on-site. The waste water and sewage are stored underground in a holding tank located below ground level and emptied every two days by a liquid waste contractor. The potential release of odour during transfer operations is minimal and would not have the potential to cause odour nuisance at any nearby sensitive receptors

6.9 GREENHOUSE GAS AND ENERGY EFFICIENCY

A Sustainability Report has been prepared by Cundall which addresses the carbon emissions along with Environmentally Sustainable Design (ESD) measures, objectives and strategies.

A high level analysis of the energy related greenhouse gas emissions has been conducted based on base case development the proposed development. The findings of this analysis indicate a 40% energy saving is achieved through design optimization and energy efficiency. As demonstrated in **Appendix 9**, it is estimated that the proposed design would result in a greenhouse gas saving of 33%.

As part of this application, there are a range of energy efficiency measures which are being considered for lots 1C, 2B and 3, consistent with the strategic intentions and broader commitments for Central Oakdale. The Sustainability Report provides the objectives and additional targets which may be applicable on a case by case basis.

- Lot 1C and Lot 3 - Predominantly south, south easterly office space, consider insulated spandrel panels to reduce the glazing area and associated heat loss in winter
- Lot 2B - Predominantly north facing office, consider additional shading or solar controlled glazing to reduce heat transfer into the office space
- Allow high-level ventilation openings to warehouse spaces. Consider alternative passive exhaust options such as wind or solar assisted whirly birds to improve thermal comfort
- Consider operable windows with reed switches to allow offices to operate with mixed-mode air conditioning
- Consider office air conditioning temperature set-points for an increased comfort band
- Provide energy efficient T5 lighting, with zoning and automatic controls where reasonable
- Consider LED lighting strategies and advanced controls
- Consider a solar water system with gas boost
- Consider solar photovoltaic panels or allow upgraded roof structure for potential future installation
- Sub-metering: install appropriate metering; develop metering and tracking strategy to allow for self-assessment, problem solving and ongoing improvements during operations
- BMS linked to metering, operations and ongoing tracking

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- Investigate feasibility of installing PV panels and/or requirements for future installation of PV system
- Use roofing material that has a high Solar Reflective Index
- Work with office purchasing department to specify low-energy office and kitchen equipment
- Investigate current insulation design and determine proposed options

Compliance with Section J of the Building Code of Australia is achieved through the proposed design and is substantiated through the modeling and strategies documented in the Sustainability Report.

6.10 HERITAGE

An Aboriginal Heritage Assessment was carried out in support of the Concept Approval which identified eight known Aboriginal sites and objects on the site.

Development Application 652.1/2013 (**Appendix 3**) is currently under assessment with Fairfield City Council and has specifically addressed the impact on Aboriginal Cultural Heritage for earthworks proposed within Oakdale Central.

In accordance with OEH guidelines, consultation with Aboriginal communities has been undertaken and supports an application for an Aboriginal Heritage Impact Permit (AHIP) under Section 90 of the *National Parks and Wildlife Act 1974*.

Based on the scope of works proposed under the subject SSD application, there will be minimal excavation required as the building pads will already be established to accommodate the built form.

Notwithstanding, the mitigation strategies and measures (as recommended by the Godden Mackay and Logan Aboriginal Archaeological Assessment Report) shall be adopted for the purpose of this project and any specific conditions that are imposed under the future approval for the earthworks.

It is noted that Sydney Catchment Authority Pipes were previously located underneath Old Wallgrove Road, however these were removed as part of the original upgrade works to the road for the DHL Project Approval. The pipes have since been relocated to Warragamba. Expert heritage advice was obtained throughout this process to ensure the heritage value of the pipes was not undermined.

6.11 VISUAL

The design of the proposed warehouse and distribution facilities encapsulates high commercial and industrial standards by virtue of various configurations and colour which respond to the emerging industrial character of the precinct. The main warehouse walls have been designed to present an articulated form to the public roads where visible. The application of various tones and cladding seeks to alleviate the bulk and scale of the built form making a positive contribution to the streetscape.

The colour scheme responds to the surrounding environment by through the application of earthy tones with cool and warm greys as the main colour palette for the structural components.

The intention is that all buildings, where possible, be provided a comprehensive landscape setting that integrates with the public domain. The design demonstrates linkage and

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continuity with tree planting themes and groupings of mass planted shrub and groundcover planting areas, swathes of native grasses and accent planting.

The indicative species have been selected for hardiness, ease of maintenance and proven ability in the area and taking into consideration indigenous species, the Cumberland Plain Woodland and other ecological habitats and communities (refer **Appendix 8**).

The large scale of the open space areas requires an appropriate large scale response to broad groupings of densely planted gardens that generally give an impact as a single mass of sculpted foliage. The canopy of trees across the site is to have strong groupings and lines to reinforce the continuity of character.

A design statement supporting the architectural plans is attached as **Appendix 6** which provides an explanation of the design philosophy and gives justification to the proposal.

6.12 WASTE MANAGEMENT

SLR consulting has prepared a detailed Waste Management Plan for the proposal (**Appendix 12**). The waste generated on the site will include; general industrial waste (including glass, paper, liquids), packing materials in the containers (including foam and cardboard), stretch wrap of the pallets (including sticky tape and plastic) and general waste from the site (including glass, paper and food waste). As the site is non-manufacturing, typically the bulk of the waste will be generated from re-palletising and wrapping of the pallets.

Any spills shall be contained and disposed of in accordance with the Product safety data sheets and current legislation. No on-site waste treatment facilities will be used. Storage bins shall be provided for waste storage and collected by a private contractor.

6.13 IMPACTS ON ADJOINING PIPELINES

Existing infrastructure including adjoining pipelines were considered under the Concept Approval. As the proposal seeks to construct the built form generally in accordance with the established footprints for each allotment, there will be no additional or undue impact on these pipelines. Detailed analysis conducted as part of the Concept Plan Approval is provided at **Appendix 2**.

Flood modelling carried out indicates the 100 year post developed flood level does not exceed the 100 year pre developed flood level. This indicates the development does not increase the flood levels around the pipeline and associated corridor. These results are presented within Appendix E of the Civil Design Report (**Appendix 7**).

A security fence will be constructed along the pipeline corridor to ensure there is no access from the developed site into the pipeline corridor.

Accordingly, there will be no unacceptable impact on the existing infrastructure from the proposed development.

6.14 ACCESS TO RESOURCES

Subsequent to receipt of the DGR's, the Department of Trade and Investment Minerals Resources Branch (MRB) was contacted regarding the proposed development and to establish relevant issues which need to be addressed in the EIS.

Malcolm Drummond of MRB confirmed by email that consultation has been carried out with both Austral Bricks and PGH, operators of the neighbouring brick plants and quarries, and

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both indicated that they have no concerns or issues with the proposed development. Based on the information that has been provided, MRB is satisfied that proposed development will not impact on either operation or result in restriction of access or sterilisation of the remaining resources. Accordingly there are no issues or concerns.

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PART G DRAFT STATEMENT OF COMMITMENTS

by Goodman Property Services (Aust) Pty Ltd
in relation to Construction of Warehouse and Distribution Facilities
at Lot 21 in Deposited Plan 1173181 (Estate Allotments 1C, 2B and 3 – Oakdale Central)

Goodman will undertake the proposed construction of the Warehouse Distribution Facilities on estate allotment 1C, 2B and 3 at Lot 21 in Deposited Plan 1173181 (known and Oakdale Central) in accordance with the following commitments:

The following defines some of the terms and abbreviations used in the Statement of Commitments:

Approval	The Minister's approval to the Project
BCA	Building Code of Australia
Council	Fairfield City Council/Penrith City Council
Department	Department of Planning and Infrastructure
Director-General	Director-General of the Department (or delegate)
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
Goodman	Goodman Property Services (Aust) Pty Ltd
Project	The development as described in the EIS
Site	Land to which the project application applies
WorkCover	NSW WorkCover

ADMINISTRATIVE COMMITMENTS

Commitment to Minimise Harm to the Environment

1. Goodman will implement all reasonable and feasible measures to prevent and/or minimise any harm to the environment that may result from the construction or operation of the project.

Occupation Certificate

2. Goodman will ensure an Occupation Certificate is obtained prior to the occupation of the facility for the purposes of storing dangerous goods.

Terms of Approval

3. Goodman will carry out the project generally in accordance with the:
 - a) Environmental Impact Statement;
 - b) Drawings prepared by SBA Architects
 - c) This Statement of Commitments; and
 - d) Any Conditions of Approval.
4. If there is any inconsistency between the above, the Conditions of Approval shall prevail to the extent of the inconsistency.
5. Goodman will ensure compliance with any reasonable requirement/s of the Director-General of the Department of Planning and Infrastructure arising from the Department's assessment of:

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- a) Any reports, plans, programs, strategies or correspondence that are submitted in accordance with this Approval; and
- b) The implementation of any recommended actions or measures contained in reports, plans, programs, strategies or correspondence submitted by the Project Team as part of the application for Approval.

Structural Adequacy

- 6. Goodman will ensure that all new buildings and structures on the site are constructed in accordance with the relevant requirements of the BCA

Construction Traffic Management Plan

- 7. Goodman will ensure a Construction Traffic Management Plan is prepared and implemented in consultation with Council, and to the satisfaction of the Director-General. This plan will:
 - a) be submitted to the Director-General for approval prior to the commencement of construction;
 - b) describe the traffic volumes and movements to occur during construction;
 - c) detail proposed measures to minimise the impact of construction traffic on the surrounding network, including driver behaviour and vehicle maintenance; and
 - d) detail the procedures to be implemented in the event of a complaint from the public regarding construction traffic.

Operation of Plant and Equipment

- 8. Goodman will ensure that all plant and equipment used on site is maintained and operated in proper and efficient manner, and in accordance with relevant Australian Standards.

SPECIFIC ENVIRONMENTAL COMMITMENTS

Noise

- 9. Construction on the site will only be undertaken between 7am and 6pm Monday to Friday, and 7am and 1pm on Saturdays. No construction will be allowed on site on Sundays or public holidays.

Air

Construction Traffic

- 10. During construction:
 - a) all trucks entering or leaving the site with loads have their loads covered;
 - b) trucks associated with the project do not track dirt onto the public road network; and
 - c) the public roads used by these trucks are kept clean.

Dust Management

- 11. During the construction phase of the project, all reasonable and feasible measures to minimise the dust generated by the project.

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Waste Management

12. Goodman will ensure that all waste generated on site during operation is classified in accordance with the Office of Environmental and Heritage's *Waste Classification Guidelines: Part 1 Classifying Waste* and disposed of to a facility that may lawfully accept the waste.

Bio Bank

13. Goodman will continue investigations regarding the ecological viability of establishing a bio-bank within the Oakdale Central Estate. The scope of these investigations will include (but not limited to):
 - a) Literature review of existing approvals/recommendation of Concept Plan/Project Approval flora and fauna assessment/recommendations;
 - b) Scenario analysis of credit potential;
 - c) Outline of proposed staging of credit retirement in conjunction with timeframes in development;
 - d) Assessment of the 'like for like' vegetation map for development lands within Broader Western Sydney; and
 - e) A Summary of information to determine market sales/take up.

Prior to commencement of operations, Goodman will provide a commitment as to whether the land available for bio-banking will be created into a bio-bank or whether the alternate condition (as required under the Concept Plan) of in perpetuity maintenance of a re-vegetated riparian corridor is preferred.

Traffic

14. Goodman will construct a turning head on Lot 82, 752041 as follows:
 - a) The turning head shall be in accordance with Austroads;
 - b) A right of way shall be created over the turning head in favour of Goodman;
 - c) Penrith and Fairfield City Councils shall be involved in the certification prior to use; and
 - d) The turning head shall be designed to have the capacity to operate as a round-about (subject to design modification) in order to service Oakdale South and Central precinct when required.

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PART H PROJECT JUSTIFICATION

The proposal is considered to be justified in the context of environmental, social and economic terms and is compatible with the locality in which it is proposed.

This application is lodged on the basis of:

Supporting State, Regional and Local planning objectives

The proposal is consistent with the objectives, provisions and strategies outlined within the *Metropolitan Plan for Sydney 2036*, the *South West Subregional Strategy*, and *Liverpool Local Environmental Plan 2008*.

Appropriate use of an approved industrial building

The proposal will retain and contribute to the growth of important manufacturing and distribution services for the region. The strengthening of the service sector is important strategy for the economic welfare of Western Sydney as a region as well as NSW. The development complements significant government investment in infrastructure and results in employment generating development.

Environmental impacts have been minimised

Specialist hazard consultants have assessed the risks and determined that the development can be undertaken with minimal environmental impacts. No significant risk to the locality is to result from the proposal.

Compatibility with surrounding development

The proposed use is compatible with existing uses on the subject site and adjacent land. The investigations undertaken as part of this application conclude that no significant cumulative impact is to occur from the proposed use of the expanded facility for the storage of dangerous goods.

Ecologically Sustainable Development

The principles of ecologically sustainable development as outlined in Clause 7(4) of the EPA Regulations are addressed as follows:

- ***Precautionary Principle***
No unmanageable threat or irreversible damage to the environment has been identified in relation to the proposal.
- ***Inter-generational Equity***
No unreasonable use of resources, affectation of environmental processes or prevention of the use of land for future generations will occur from the proposal.
- ***Conservation of Biological Diversity and Ecological Integrity***
The site has been previously disturbed and does not present any significant ecological integrity.

No processes, habitats or species outside the site are likely to be significantly affected by the development.

- ***Improved Valuation, Pricing and Incentive Mechanisms***
The proposal seeks to implement measures to avoid, contain and address any associated waste or pollution through appropriate design and management.

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The proposal will effectively enable improved cost efficiencies in the delivery of products across New South Wales as it consolidates existing scattered facilities, thereby minimising effects of increased transport, land and natural resources.

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PART I CONCLUSION

The proposed campus of warehouse and distribution facilities on estate allotments 1C, 2B and 3 within Oakdale Central is defined as State Significant Development pursuant to Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011*.

The subject site is appropriately zoned to permit the proposed development and no departure from any development standard is required to enable the development. Additionally, the site is located in close proximity to major roads making it a convenient location within the region and highly accessible.

The underlying objectives and commitments of the Concept Plan are adhered to as the proposal seeks to make a positive contribution to the emerging industrial character of the estate and broader locality.

No unacceptable impacts are anticipated to result from the construction or operational phases of the proposal given its context in a developing area that has been identified for the intended activities. The proposal is also suitably separated from residential areas and is serviced by adequate infrastructure, including a capable road network.

The proposal is consistent with the document entitled *NSW 2021: A Plan to Make NSW Number One* as well as the Sydney Metropolitan Strategy and draft Metropolitan Strategy for Sydney to 2031 by allowing an existing business to develop and expand (within NSW) and creating employment opportunities in a site earmarked for such development. The proposed development is also consistent with the legislative and policy framework for the local and regional area.

Based on the findings of this EIS, the proposal supports the continued development of jobs in Western Sydney and contributes to the retention and growth of the manufacturing, distribution and supply industry. The proposal is suitable for the local context and is appropriate based on social, cultural, economic and environmental considerations.

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

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APPENDIX 1

OWNERS CONSENT & DIRECTOR GENERAL'S REQUIREMENTS

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APPENDIX 2

PREVIOUS APPROVALS RELATED TO OAKDALE CENTRAL

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APPENDIX 3

DEVELOPMENT APPLICATIONS CURRENTLY UNDER ASSESSMENT WITH FAIRFIELD CITY COUNCIL

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APPENDIX 4

QUANTITY SURVEYORS REPORT

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APPENDIX 5

ARCHITECTURAL PLANS

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APPENDIX 6

ARCHITECTURAL DESIGN STATEMENT AND VISUAL ANALYSIS

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APPENDIX 7

CIVIL ENGINEERING REPORT AND PLANS

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APPENDIX 8

LANDSCAPE PLANS

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APPENDIX 9

SUSTAINABILITY REPORT

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APPENDIX 10

TRAFFIC IMPACT ASSESSMENT

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APPENDIX 11

NOISE IMPACT ASSESSMENT

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APPENDIX 12

WASTE REPORT

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APPENDIX 13

AIR QUALITY ASSESSMENT

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APPENDIX 14

BUILDING CODE OF AUSTRALIA REPORT

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APPENDIX 15

FIRE ENGINEERING REPORT