



Environmental Impact Statement

Addendum Report – Old Wallgrove Road Upgrade Works

Prepared by McKenzie Group Consulting Planning
on behalf of Goodman Property Services (Aust)
Pty Ltd
July 2014

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Oakdale Central, Horsley Park – Addendum Report – Old Wallgrove Road Upgrade Works

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EXECUTIVE SUMMARY

This Report has been prepared as an addendum to the Environmental Impact Statement (EIS) that was previously submitted by McKenzie Group Consulting Planning (NSW) Pty Ltd (MGC Planning) in November 2013 on behalf of Goodman Property Services Pty Ltd (hereafter referred to as Goodman) in relation to the construction of Warehouse and Distribution Facilities at Oakdale Central, Horsley Park. The scope of works considered as part of this report pertains to the Old Wallgrove upgrade works only.

The particulars of this component of the proposal include the upgrade of 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 Oakdale Central Estate and surrounding employment lands.

Following lodgement of the State Significant Development Application (SSD 6078) in November 2013, several meetings were held with the Department of Planning and Environment (DPE) regarding the key design issues related to the proposal, in particular the road upgrade. It has subsequently been resolved that a more detailed environment assessment of the Old Wallgrove Road works is necessary to ensure that all potential impacts are accounted for and the relevant studies are carried out.

The findings of this addendum report identify that the proposal can be accommodated without generating impacts that are considered inappropriate by the relevant legislation. Further, the proposed road works are consistent with the underlying strategic intentions of *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (SEPP WSEA) in that they will provide for a more efficient road network to service the subject site and surrounding employment lands.

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

The proposal is suitable for the local context and will not result in any unacceptable environmental impacts. As such, it is recommended that this component of the proposal be supported by DPE.

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PART A PRELIMINARY

1.1 INTRODUCTION

This addendum Report has been prepared by McKenzie Group Consulting on behalf of the Proponent, Goodman Property Services (Aust) Pty Ltd, and is submitted to the New South Wales Department of Planning and Environment in support of the road upgrade works to Old Wallgrove Road. The works are in connection with the proposed development at Oakdale Central Horsley Park, Lot 21 in Deposited Plan 1173181, New South Wales for Warehouse and Distribution Facilities.

This addendum to the EIS describes the site and proposed road works in detail, provides relevant background information and assesses the proposed development in terms of the relevant matters set out in the applicable legislation, environmental planning instruments and planning policies.

The structure this document is as follows:

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

1.2 PROJECT DISCIPLINES

Following a series of meetings with DoPE, it was resolved that the scope of studies required is limited to the following for the road upgrade works:

- McKenzie Group Consulting Planning (NSW) Pty Ltd (Town Planning Consultant)
- AT&L Pty Ltd (Civil Engineering Consultant)
- Cumberland Ecology (Ecological Consultant)
- Aecom (Contamination Consultant)
- Godden Mackay Logan (Aboriginal Heritage Consultant)

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PART B SITE ANALYSIS

2.1 SITE LOCATION & EXISTING CHARACTERISTICS

The Section of Old Wallgrove Road subject to the upgrade works is approximately 1600m long and is categorised as a rural road in poor condition. Characteristics of the road are outlined below:

- Single carriageway variable width, average of 7m, widening at access points to circa 12m.
- Unformed shoulders - Stormwater freely drains to surrounding verge.
- Flexible pavement with flush seal.
- Significant pavement cracking and potholing.
- Sign posted speed limit - 70km/h.

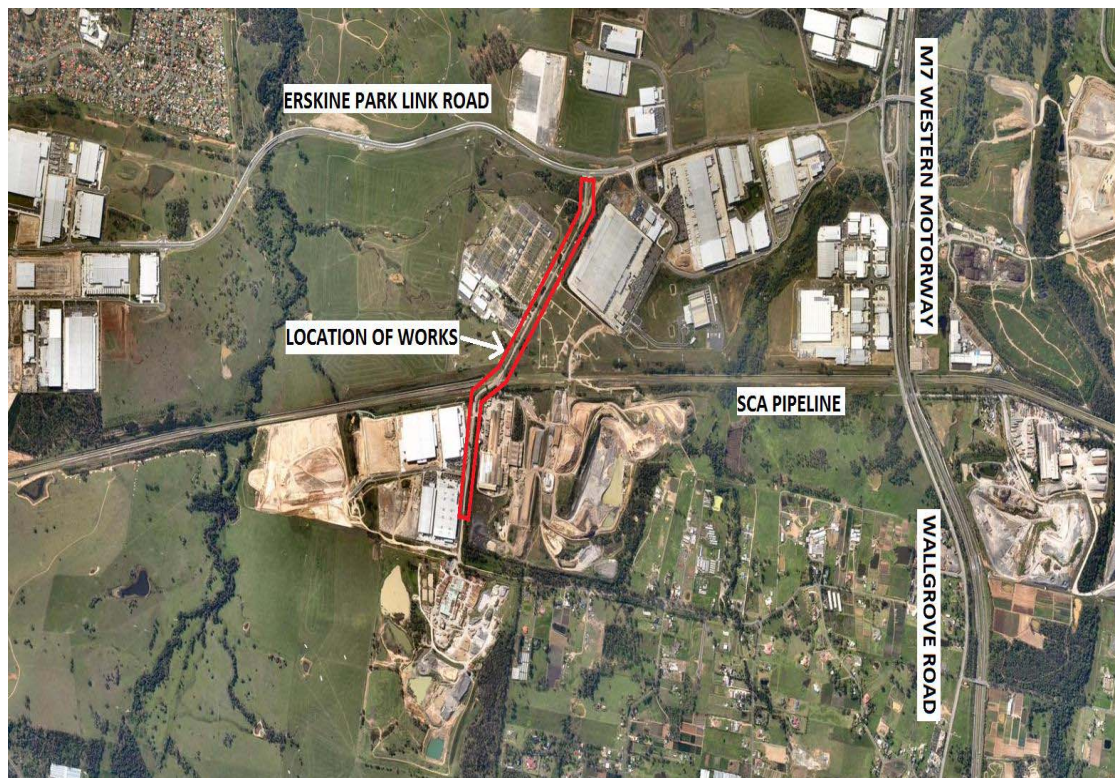


Figure 1: Site Location (AT&L, 2014)

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.

The land which is the subject of the road widening is legally defined in **table 1** below. For the purpose of this Report, the various parcels are referred to the Site herein.

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Table 1 – Allotment Details			
Owner	Legal Description	Physical Description	Quantum of land acquired/adjusted
Austral Bricks land	Lot 1 DP 843901	Car parking, landscaped areas, access driveway to main Plant	4,970sqm
Sydney Catchment Authority (SCA)	Lots 1 and 2 DP 87907 Lot 7 DP 229769	Mostly vacant, grass covered. Water supply pipelines and vehicle access tracks	994sqm
Transgrid	Lot 13 DP 1157491 Lot 6 DP 229769	Lot 6: grassed paddock. Lot 13: mostly vacant land, wooden post and rail fence on (or near) current boundary. Access driveways to substation. Lawn and some trees	2,437sqm

Note the above land acquisition figures may be subject to minor variation through detailed design of the road. The respective parcels of land which are the subject of road widening are illustrated below in **Figures 2 to 4**.

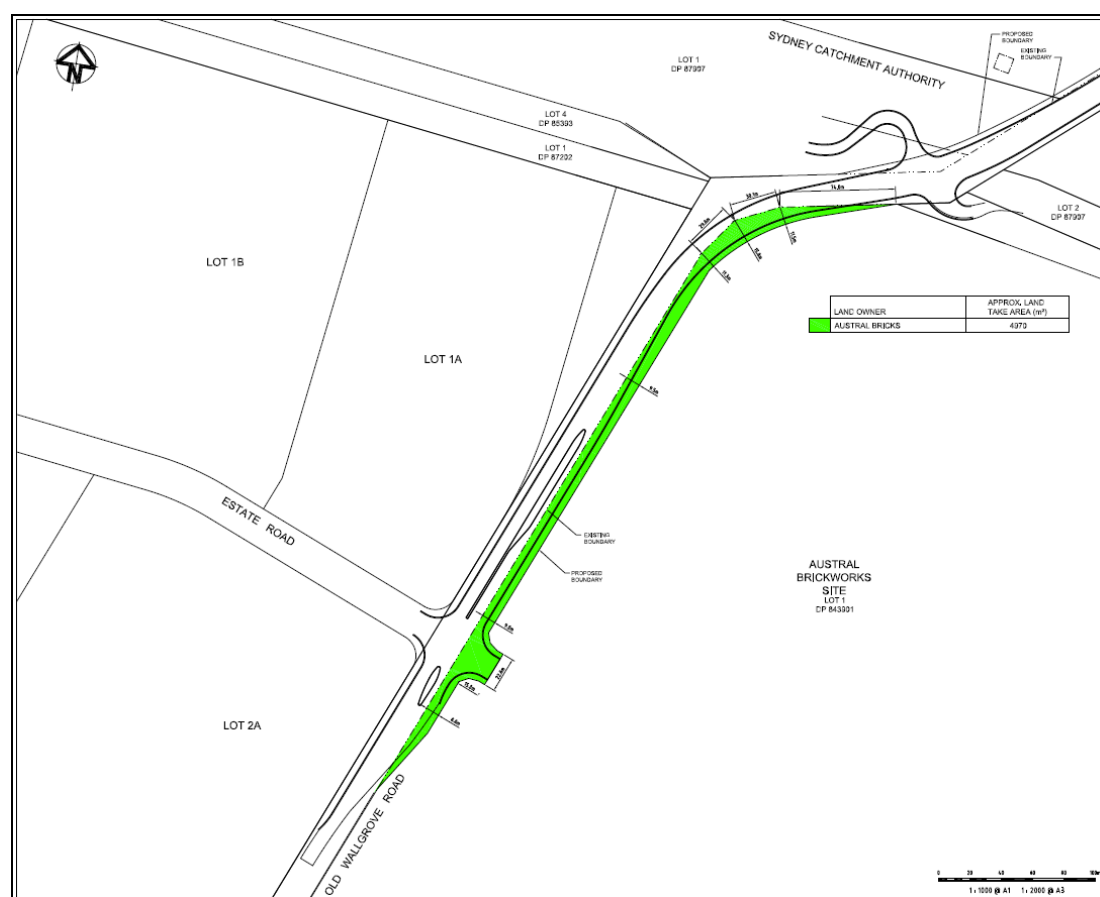


Figure 2: Land uptake map – Austral Bricks (AT&L, 2014)

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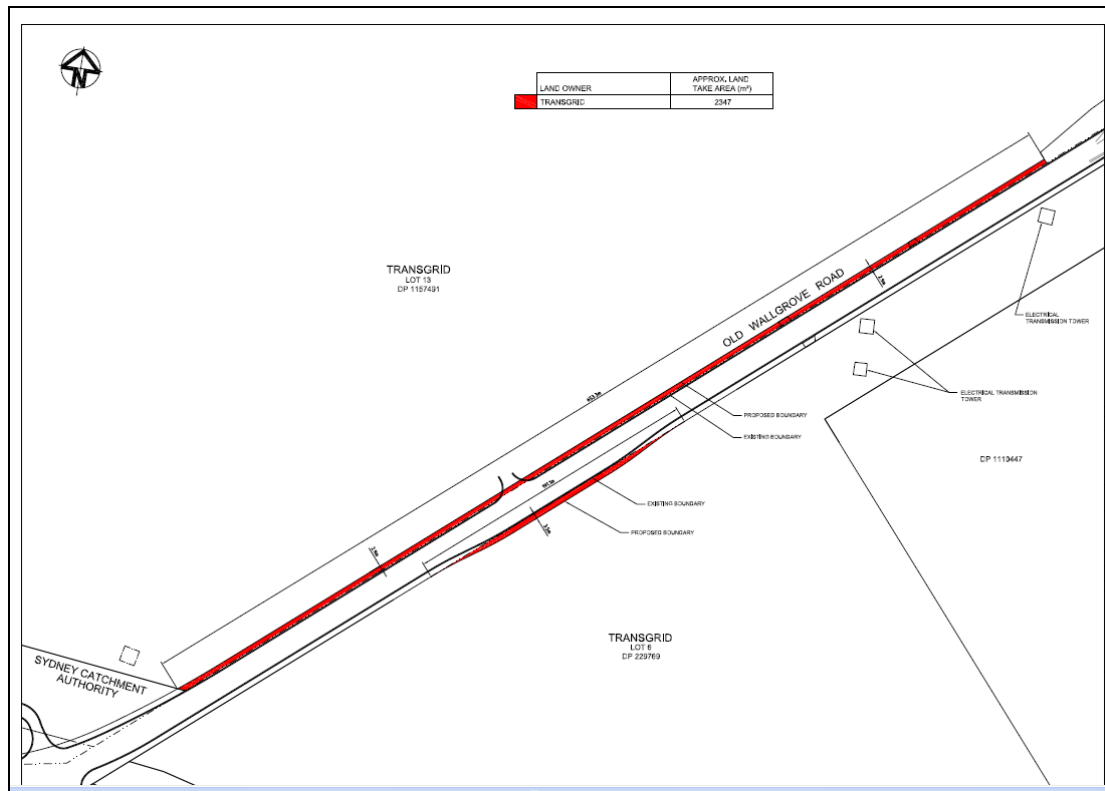


Figure 3: Land uptake map – Transgrid (AT&L, 2014)

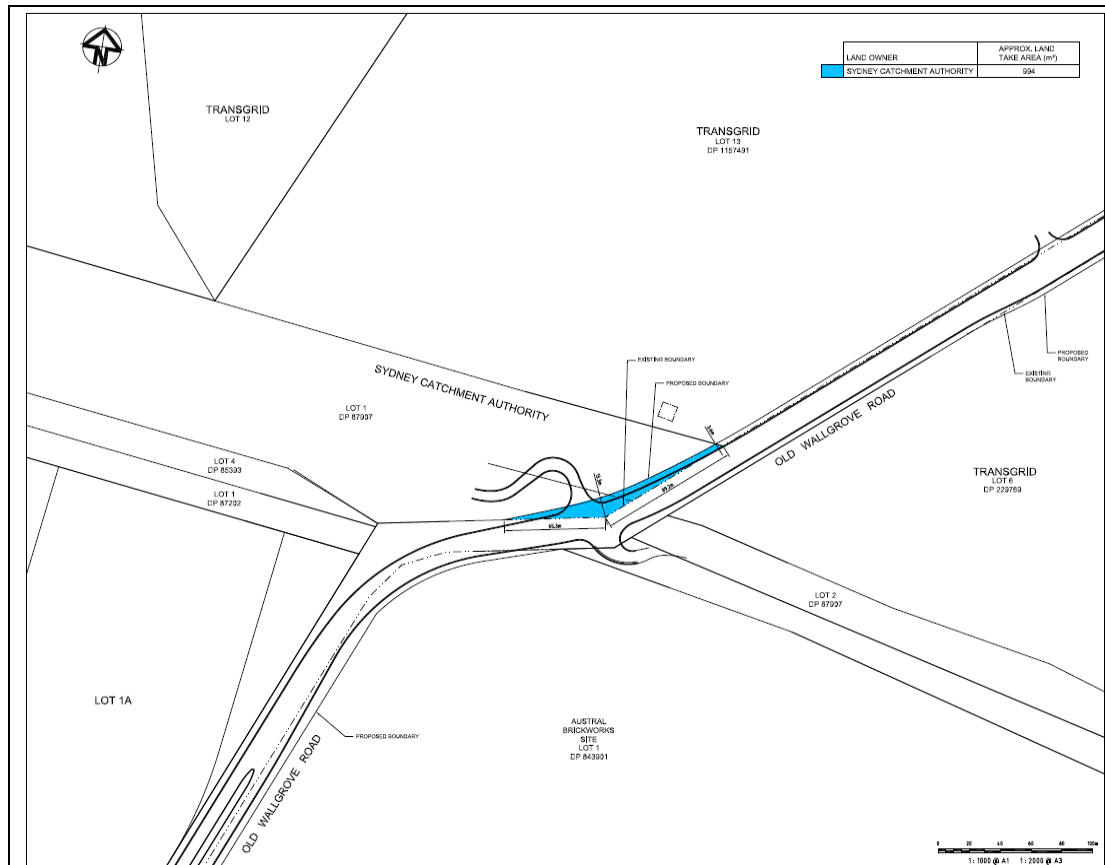


Figure 4: Land uptake map – Sydney Catchment Authority (AT&L, 2014)

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2.2 SUITABILITY OF LAND FOR ROAD WIDENING

The proposal provides for the widening of Old Wallgrove Road to a sub-arterial four (4) lane road. As previously discussed, the site provides an unconstrained platform for development. The topography does not pose significant restrictions to accommodate the works and the site is not contaminated and is therefore deemed suitable for road works.

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

- the potential for soil contamination to be present within the sites subject to road widening is low;
- the potential for contaminated groundwater to be present is considered to be low;
- the significance of impacts on existing vegetation is likely to be minor;
- there is no known or recorded Aboriginal Heritage sites located within the study area;
- compatibility with surrounding development and local context;
- minimal impact on the environment; and
- implementation of suitable mitigation measures will be imposed where required.

2.3 SITE HISTORY

As part of the Concept Approval for Oakdale Central (MP08_0065), a section of Old Wallgrove Road was temporarily upgraded to cater for additional traffic volumes. Specifically, the scope of works under the Concept Plan included:

- Upgrade a 1.6km section of Old Wallgrove Road to provide a 7m wide road to provide B-Double access to the Estate, between the Estate Road entry location and a point on Old Wallgrove Road located outside the Coles Myer Distribution Centre (Note: These works have been completed, refer above). Refer to Appendix A – GHD OWR Upgrade Drawings (Works Completed) at **Appendix 2** of this Report).

These works were completed in 2011, however the condition of the road has since deteriorated. In addition to the demand that will be created resulting from the development of Oakdale Central, the current condition of the road is a driving factor to upgrade Old Wallgrove Road. Furthermore, Roads and Maritime Services have requested that a permanent upgrade solution of OWR be provided south of the Sydney Catchment Authority pipeline to accommodate the expected additional heavy traffic flows.

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PART C PROPOSED DEVELOPMENT

3.1 PROJECT OBJECTIVES

The objectives of the works are:

- Upgrade Old Wallgrove Road to increase the traffic capacity, as outlined in the Traffic Impact Assessment prepared by Traffix.
- Rehabilitate or replace existing pavement.
- Ensure the upgraded road can operate at the intended design of 80km/h and posted speed of 70km/h. NB: The section of Works south of the SCA Pipeline may be designed to suit 60km/h due to the property constraints.
- Match in with newly constructed/future regional link roads.
- Significantly improve the sight distance in the area directly south of the SCA crossing.
- Provide formal road shoulders – implementation of kerb and gutter/stormwater system.
- Construct under live traffic conditions.
- Provide adequate Street lighting.
- Provide adequate road verges.

3.2 ROAD UPGRADE PARTICULARS

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 (refer to Typical Sections at **Appendix 2** of this Report).

The following design features of the road are noted:

Lane Widths

The existing single carriageway consists of 2 x 3.5m-4.3m wide lanes. This will be changed to a dual carriageway, consisting of a 3.75m RSL and a 3.5m LSL. In certain sections, lanes increase in width to a maximum of 4.5m to account for heavy vehicle turning requirements.

Medium Type

The proposed median will vary in width, from a minimum of 1.0m to a maximum of 5.0m and be of raised concrete type.

Bicycles, pedestrians and utilities

The verge widens to 4.5m along both sides of the proposed road upgrade where the Old Wallgrove Road intersects with the Oakdale Estate Access Road. It is proposed to provide a shared path along one side of Old Wallgrove Road for the length of the project.

The verge in all areas is wide enough to include the proposed pedestrian/cycle paths and for the inclusion of all proposed services.

Landscaping

No formal landscaping, other than the installation of turf, is proposed for the upgrade.

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Cut and Fill

The proposed upgrade of Old Wallgrove Road has been designed to generally maintain the existing vertical grade of the road, thus minimal/no alteration to the existing batters is anticipated. Any changes to the final pavement levels which require a batter back to the surrounding existing surface levels, will batter back to the road surface at a nominal 2:1 (or 3:1 where possible) slope.

Crossfall

Nominal crossfall along the proposed upgrade of Old Wallgrove Road will generally be at 3.0%.

3.2.1 Classification of Road

This section of Old Wallgrove Road is currently classified as a local road, with different sections of the road under the control of both Blacktown City Council and Fairfield City Council. Both BCC and FCC have provided their support for the upgrade works (refer **Appendix 6**).

The section of Old Wallgrove Road subject to the road upgrade, from Milner Avenue to Erskine Park Link Road, is proposed to be classified as an Interim Regional Road remaining under the control of Fairfield City Council and Blacktown City Council respectively.

3.2.2 Drawings

Drawings for the proposed development are outlined in **Table 2**.

Table 2 – Drawing Schedule		
Civil Engineering - Regional Road Upgrade		
Drawing No.	Description	Author
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
C370	Construction Traffic Management Plan Stage 1 (Sheet 1 of 3)	AT&L
C371	Construction Traffic Management Plan Stage 1 (Sheet 2 of 3)	AT&L
C372	Construction Traffic Management Plan Stage 1 (Sheet 3 of 3)	AT&L
C373	Construction Traffic Management Plan Stage 2 (Sheet 1 of 3)	AT&L

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C374	Construction Traffic Management Plan Stage 2 (Sheet 2 of 3)	AT&L
C375	Construction Traffic Management Plan Stage 2 (Sheet 3 of 3)	AT&L
C376	Construction Management Plan Typical Sections	AT&L

3.2.3 Supporting Documents

Documents provided in support of the proposal are outlined in **Table 3**.

Table 3 – Document Schedule		
Appendix No.	Description	Author
Appendix 1	Letters requesting owners consent	Goodman
Appendix 2	Civil Road Design Report	AT&L
Appendix 3	Phase I Environmental Site Assessment	AECOM
Appendix 4	Flora and Fauna Assessment	Cumberland Ecology
Appendix 5	Aboriginal Heritage Due Diligence Assessment	Godden Mackay Logan
Appendix 6	Correspondence from landowners – in principal support	McKenzie Group

3.3 PROJECT NEED

The road upgrade is driven by the deteriorating condition of Old Wallgrove Road and the anticipated increased heavy vehicle movements as Oakdale Central and the surrounding lands emerge for employment generating purposes. The RMS have indicated that no further development of land in the area may occur without major upgrades to roads, specifically Old Wallgrove Road.

3.4 CONSIDERATION OF ALTERNATIVES

The intention of the road upgrade is to improve the road network that services the Oakdale Central Estate and surrounding employment lands. The portions of land that are subject to road widening have been investigated accordingly to determine their suitability for the development. Based on the studies conducted, the land in question can accommodate the road widening and shall not result in adverse environmental impacts.

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 proposed road widening was not to proceed, the road network would not be capable of supporting further development to support the ongoing uses and inevitably place excessive and unacceptable demands on the existing road network. RMS have indicated that the do nothing scenario is a barrier to further development.

(b) Development on Alternate Sites

Consideration to alternative sites were made, however these were dismissed as the subject sites provide the most beneficial outcomes ensure that significant infrastructure investment results in employment opportunities as:

- the sites have appropriate proximity from sensitive land activities including residential development;

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- all potential environmental impacts of the proposal can be suitably mitigated within the sites;
- the proposal will not affect any areas of heritage or archaeological significance;
- the proposal can be developed with appropriate visual amenity given its surrounding context; and
- the sites are in the heart of the available serviced land in the WSEA

Consideration of the north/south link road (red route) has also been integral to the design and planning of the precinct. This option is not been pursued at present due to the restrictions associated with cost delivery mechanisms. At some point in the future, this road may be constructed should it be required.

It is also noted that OWR provides the most direct and convenient access to Oakdale Central and the existing network in place requires upgrading to accommodate the additional demand. The proposal is justified on the basis it is compatible with the locality in which it is proposed while having no unacceptable economic, environmental or social impacts.

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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 addendum report:

- **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*
 - *Threatened Species Conservation Act 1995*
 - *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. 44 – Koala Habitat Protection*
 - *State Environmental Planning Policy No 55 – Remediation of Land*
 - *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*
 - *Blacktown Local Environmental Plan 1988*
 - *Blacktown City Council Development Control Plan 2006*

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 of significance, thus no further consideration of the provisions of this Act are required. This is confirmed by virtue of the ecological study conducted by Cumberland Ecology annexed as **Appendix 4**.

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:

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

The proposed development (including the warehouse and distribution facilities) has been identified as State Significant Development under *State Environmental Planning Policy (State*

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and Regional Development) 2011. As such, this report is submitted as an addendum to SSD 6078 which is currently under assessment with DPE.

4.2.2 Threatened Species Conservation Act 1995

The proposed development will not require the removal of any critical vegetation or habitat to facilitate construction of road. As noted in the Flora and Fauna Assessment, subject to suitable measures being imposed during the construction phase, there will be no unacceptable impacts on the existing vegetation or fauna.

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 (SSD).

The application has previously been accepted by DPE as SSD. The road upgrade component of the project has been accounted for in the scope of works and will be form part of any determination issued in relation to the subject application.

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

State Environmental Planning Policy (Western Sydney Employment Area) 2009 (Employment Area SEPP) applies to the sites subject to road widening within Fairfield City Council LGA. 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 improved access to surrounding employment lands, 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:

- (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*

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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 the EIS submitted with SSD 6078, an approved Concept Plan is in place that affects Oakdale Central. There are no Development Control Plans however which apply to the portions of land affected by the road extension. Notwithstanding it is considered that the environmental impacts to result from the road upgrade works will be acceptable and sufficient mitigation measures will be implemented throughout the construction phase.

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, “Roads” are permissible with consent. Nothing in the SEPP WSEA prohibits the proposed road widening.

Principal Development Standards

- *Ecological Sustainable Development*

The proposed road upgrade works will not demand the consumption of potable water nor will they result in the emission of greenhouse gases.

- *Height of Buildings*

No buildings are proposed as part of the road widening.

- *Rainwater Harvesting*

No local or regional rainwater harvesting scheme is required for the road upgrade.

- *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.

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 the Voluntary Planning Agreement (VPA) for the estate and the additional VPA for the land which is the subject of SSD 6078. The development proposes this road upgrade as a Work in Kind offset to regional road contributions.

- *Preservation of trees and vegetation*

The proposed development does not require the removal of critical vegetation. Only minor shrubs and ground planting will require removal for the road extension, none of which are endangered.

On balance, it is considered the proposed road design is satisfactory in respect of SEPP.

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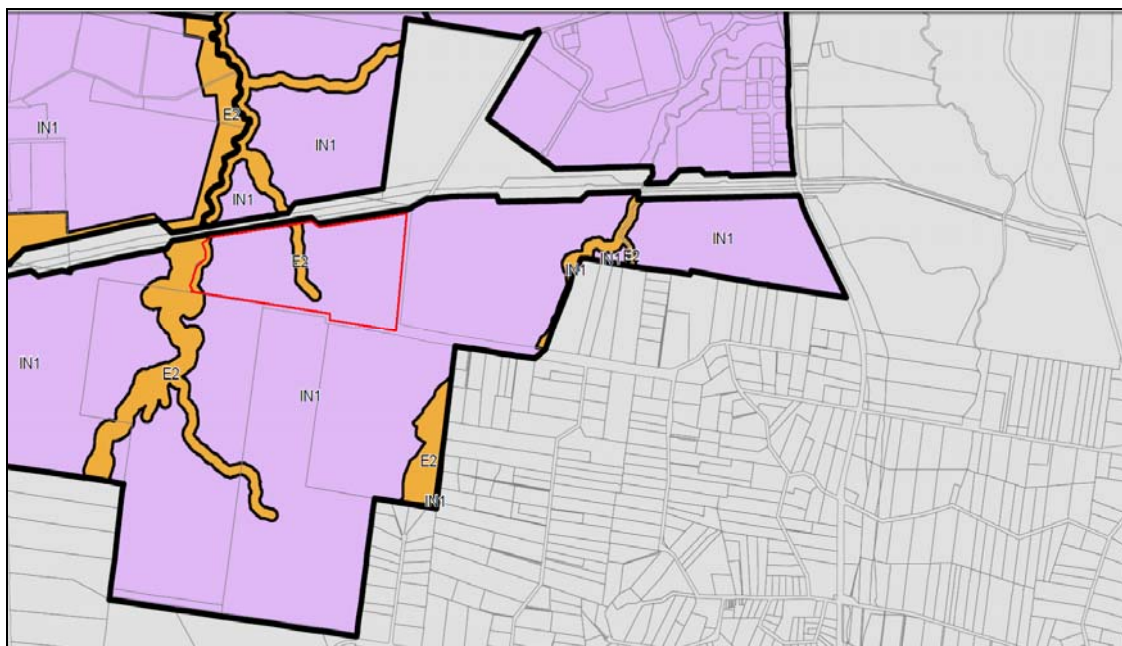


Figure 5: Site Zoning (Western Sydney Employment Area, 2009)

4.2.5 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.

4.2.6 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.

4.2.7 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).

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

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

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

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

The sites lie 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 sites are located within the South Creek Catchment and do 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 road upgrade is to take place on a site that has been approved for industrial and infrastructure related purposes within the existing road reserve except where the additional road widening is required which is zoned IN1 under SEPP WSEA. Impacts associated with the development including noise, air quality and traffic have been accounted for in the studies conducted for the Oakdale Central Estate Concept Plan having regard to future expansion of the employment lands. The provision of road widening is consistent with the strategic direction of the locality and the broader WSEA in that it will contribute to the growth and development of the area.

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*

Notwithstanding, the proposal is generally consistent with the provisions of the *Fairfield City Wide Development Control Plan 2013* (FDCP). Any departure from the FDCP is minor as the works in question relate only to the widening of the existing road. No built form is proposed as part of the road upgrade works.

4.3.3 Blacktown Local Environmental 1988

The land within the Blacktown City Council LGA (which is under the ownership of Transgrid) lies outside the WSEA and is zoned 5(a) (Special Uses -General Zone) under the provisions of *Blacktown Local Environmental Plan 1988* (see **Figure 6** below).

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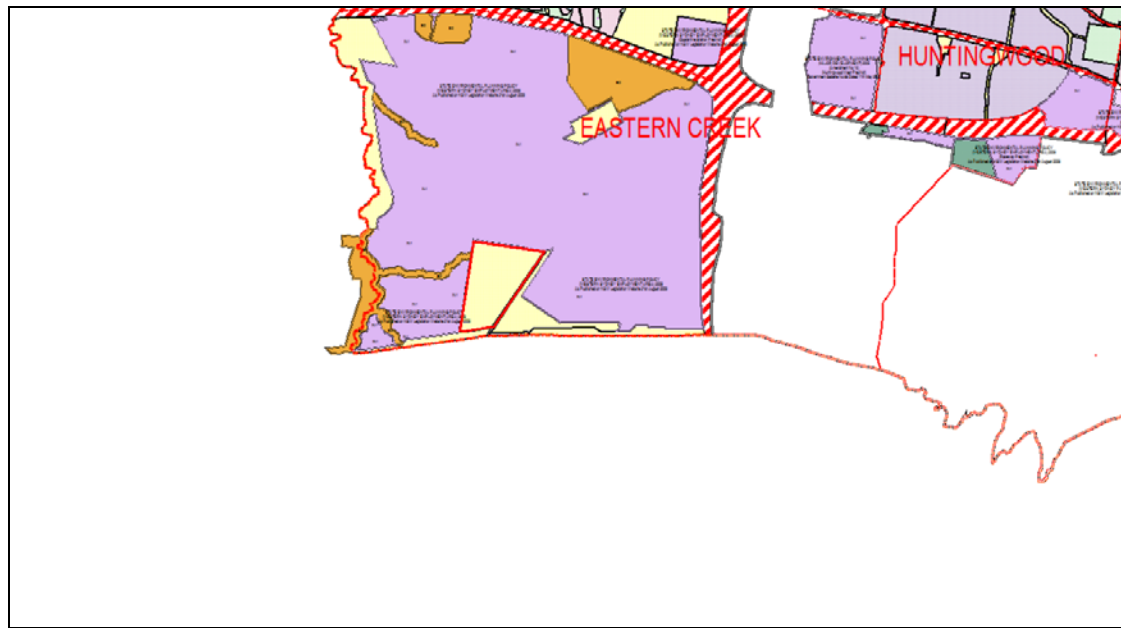


Figure 6: Site Zoning (Blacktown Local Environmental Plan, 1988)

The objectives of this zone are:

- (a) to identify land which is currently used by public authorities, organisations and the council to provide certain community facilities and services,
- (b) to identify land reserved for future acquisition by the council for a range of community facilities and services,
- (c) to identify land which has been reserved at the request of certain public authorities for its future acquisition to provide a range of community facilities and services, and
- (d) in relation to land marked "Corridor" on the map:
 - (i) to set aside land for the development of certain major long-term services and facilities, and special uses carried out by public authorities in an economic, safe and environmentally sensitive manner, and
 - (ii) to allow the identified land to be used for recreational or other purposes where that use does not conflict with the existing or likely future use of the land by public authorities.

Roads are permissible in the zone and the proposed upgrade works are considered to satisfy the above objectives as they will be carried out having regard to the surrounding environment and will not conflict with likely future land uses.

4.3.4 Blacktown Development Control Plan 2006

No controls are provided within the Blacktown Development Control Plan 2006 that deal specifically with the upgrade works, however it is considered that the works will allow for safe vehicular movement system and adequate provision of drainage. The underlying objectives of this plan will be achieved.

4.4 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No draft Environmental Planning Instruments apply to the land within the WSEA. The land within the Blacktown LGA excluded from SEPP WSEA is however subject to *Draft Blacktown Local Environmental Plan 2013*. These provisions are outlined below.

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4.4.1 Draft Blacktown Local Environmental Plan 2013

The zoning maps under *Draft Blacktown Local Environmental Plan 2013* indicate that the Transgrid land subject to the proposed road upgrade is zoned SP2 Infrastructure. The objectives of this zone are:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*
- *To ensure that development does not have an adverse impact on the form and scale of the surrounding neighbourhood.*

Roads are permissible in the zone subject to consent. The proposed road upgrade works are consistent with the zone objectives in they will be compatible and not detract from the provision of infrastructure and there will be no adverse impact on the scale and form of the surrounding neighborhood.



Figure 7: Site Zoning (Draft Blacktown Local Environmental Plan, 2013)

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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 DPE for consideration. Subsequently, there have been numerous iterations between various land owners, authorities and DPE. An overview of consultation that has occurred relevant to the road upgrade works is provided below. Additionally, formal consent letters have now been prepared concurrent with this Report pursuant to Schedule 1 of the *Environmental Planning & Assessment Regulation 2000* to allow DPE to grant consent to the works. All stakeholders continue to consult in relation to the agreed scope and design of work.

5.2 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.

Fairfield City Council have provided in principal support for the proposed upgrade works (refer correspondence dated 18 December 2013 - **Appendix 6**).

Works within the road reserve currently under control of Council will be subject to a Section 138 Approval under the *Roads Act 1993*.

5.3 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.

Council has since indicated their in-principal support of the upgrading of the section of Old Wallgrove Road (refer correspondence dated 6 December 2013 - **Appendix 6**).

Again, works within the road reserve will be subject to a Section 138 Approval under the *Roads Act 1993*.

5.4 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)
- 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

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- 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)

The proposal has sought to address the matters above through the amended civil road design report. RMS have also provided written support in relation to the proposed upgrade works (refer correspondence dated 17 December 2013 - **Appendix 6**).

5.5 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 (SCA) requesting comments. SCA have subsequently provided in principal support for the road upgrade (refer correspondence dated 24 January 2014 - **Appendix 6**)

5.6 DEPARTMENT OF PRIMARY INDUSTRIES

Crown Lands

Following receipt of the DGRs, a consultation letter and copy of the development plans were sent to Crown Lands. It has subsequently been communicated to the Department that there are no portions of crown land affected by the upgrade works and no objection is raised (refer **Appendix 6**).

5.7 TRANSGRID

Transgrid have reviewed the proposed road design and have provided in principal support (refer correspondence dated 15 December 2013 - **Appendix 6**).

5.8 AUSTRAL

Austral are yet to provide a formal written undertaking in relation to the road works, however as part of preparing this addendum report submitted to DPE, formal consent letters have been sent to the various land owners affected by the road upgrade seeking their written consent. The signatures of the relevant parties will enable DPE to grant consent to the works on adjoining land.

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PART F ENVIRONMENTAL RISK ASSESSMENT

Key environmental matters relevant to the road upgrade are addressed below:

6.1 FLORA & FAUNA

The scope of the study area which the ecological assessment has been carried out is limited to the area subject to road widening on adjoining Old Wallgrove Road having regard to removal of vegetation and removal of threatened species habitat (refer **Appendix 4**).

Removal of Vegetation

The desktop assessment and site survey show that the majority of remnant vegetation in the vicinity of Old Wallgrove Road occurs outside the subject site.

Within the subject site, the vegetation is largely exotic grassland, small occurrences of planted vegetation and remnant trees. Some individual trees will require removal, however it is considered that their removal will not impact on the function or persistence of the woodland patch.

Cumberland Plain Woodland

Assessment of the Cumberland Plain Woodland has been carried out having regard to the Threatened Species Conservation Act (TSC Act) and Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

The works proposed are not likely to have a significant detrimental impact on Cumberland Plain Woodland as it will only remove a few remnant trees over exotic understorey and a few trees from the margins of existing patches of woodland. The margins of the woodland are highly degraded and the trees to be removed occur over an exotic understorey.

The remaining patch of Cumberland Plain Woodland currently experiences impacts from weed invasion. It is not expected that the project will introduce fertilisers, herbicides or other chemicals or pollutants. Implementation of mitigation measures will assist in minimising indirect impacts to this patch. The project is not considered likely to impact on the continued recovery of this remnant vegetation community.

Removal of Threatened Species Habitat

The proposed action is not likely to have a significant detrimental impact on Cumberland Land Snail as it will only remove a few remnant trees over exotic understorey and a few trees from the margins of existing patches of woodland habitat. The remainder of the woodland habitat will be retained outside of the limits of the subject site.

Mitigation Measures

During construction, it is recommended that all necessary measures are taken to ensure that sediment or pollution drains into adjoining areas through the installation of barriers and sediment traps. Silt traps should be established to prevent the impacts of sediment of surrounding woodland. Monitoring of impacts is essential to ensure that necessary measures are upheld.

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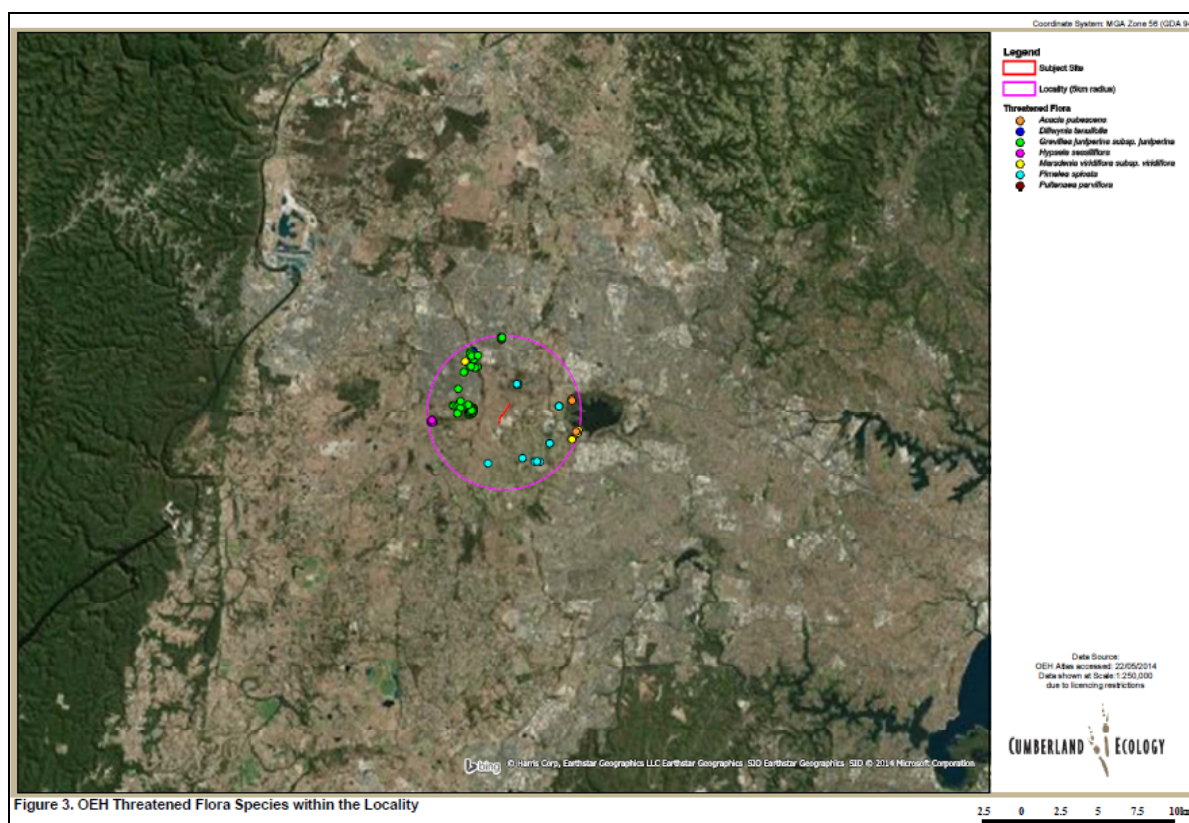


Figure 8: Office of Environment and Heritage – Threatened Flora Species within Locality (Cumberland Ecology, 2014)

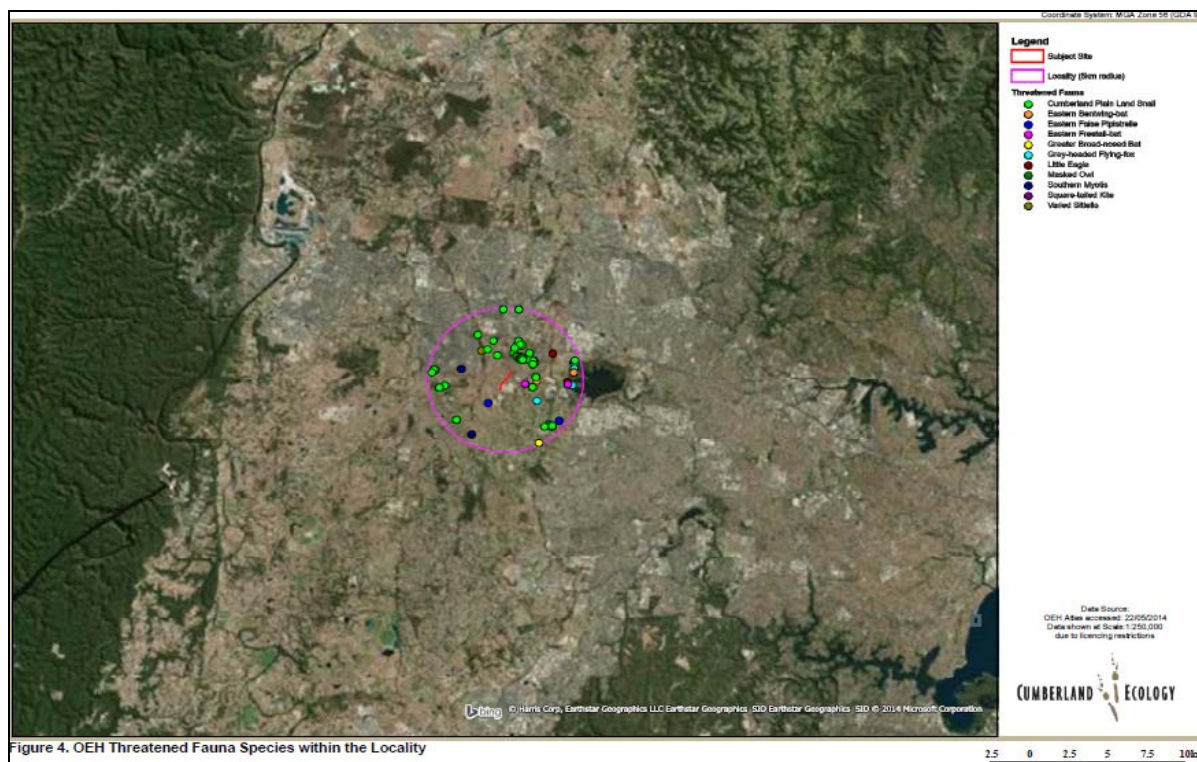


Figure 9: Office of Environment and Heritage – Threatened Fauna Species within Locality (Cumberland Ecology, 2014)

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6.2 ABORIGINAL HERITAGE

GML Heritage have prepared a Due Diligence Aboriginal Heritage Report for the upgrade works to Old Wallgrove Road (**Appendix 5**) which has entailed conducting a visual inspection of the study area to determine areas that may have held potential for Aboriginal objects. It is noted within the GML Report that the land either side of Old Wallgrove Road have been extensively modified due to development of warehousing and distribution facilities and infrastructure related works including the SCA pipeline and Transgrid power station.

Essentially, the study area has been assessed in three separate areas. The findings within each are discussed below.

Table 4 Study Zones – Due Diligence Aboriginal Heritage



North Zone

This area comprises stockpiles of soil, regrowth vegetation and cut down landform below the level of the road which is representative of a high level of disturbance. The zone was found to hold no archaeological potential.



Central Zone

The central zone opposite the substation was found to contain scoured top soils with soil profiles modified by excavation and road formation. As such there was found to be no archaeological potential.



South Zone

The zone in the south was found to be extensively excavated for road construction, thus no archaeological potential is present.

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The findings of the Aboriginal Heritage Due Diligence Report conclude that the road upgrade works can proceed subject to caution. As there are no Aboriginal artefacts within the study area, an Aboriginal Heritage Impact Permit pursuant to Section 90 of the *National Parks and Wildlife Act 1974* will not be required.

Should Aboriginal artefacts be identified within the study area, the company responsible for the earthworks should contact a professional Aboriginal archaeologist to determine whether the material or site is of Aboriginal manufacture or origin.

Should the artefacts be of Aboriginal manufacture or origin, the office of Environment and Heritage should be notified and the object/site recorded in an Aboriginal Heritage Impact Statement in accordance with the relevant legislation and if the object site can not be avoided, an AHIP will need to be procured before work can commence.

Goodman are committed to adhering to these mitigation measures and reporting objects/sites in accordance with the legislation.

6.3 CONTAMINATION

AECOM have prepared a Phase 1 Environmental Site Assessment in relation to the land affected by the proposed Old Wallgrove Road upgrade works (refer **Appendix 3**). Similar to previous investigations that have been carried out for the Oakdale Central Estate, the land in question has historically been used for low intensive cattle grazing and the application of pesticides is unlikely to have occurred.

There is potential for asbestos containing material (ACM) however given the stretch of road subject to expansion is approximately 1.6 km long, it is unlikely that any fragments would be identified in a Phase II assessment.

Based on the observations carried out within the study area, it can be concluded in respect of contamination that:

- a) the potential for soil contamination to be present that would preclude Site suitability as a road and road corridor is considered to be low; and
- b) the potential for contaminated groundwater to be present is considered to be low

AECOM have concluded in their assessment that a Phase II assessment is not necessary prior to commencement of the road upgrade works. Should the road upgrade works generate spoil surplus to the requirements, the contamination of spoil should be assessed and the spoil disposed of appropriately. This may involve transportation to a suitable facility or re-use as appropriate.

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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* and *State Environmental Planning Policy (Western Sydney Employment Area) 2009*.

Appropriate use of land zoned for Employment and associated purposes

The proposed road upgrade will 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 assists to deliver employment generating development.

Environmental impacts have been minimised

Specialist 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 road upgrade works are 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 road upgrade.

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 provide for an improved road network, thereby minimising effects of increased vehicle movements.

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PART I CONCLUSION

The proposed road upgrade works to Old Wallgrove Road seek to improve the currently inadequate existing road network and sufficiently accommodate increased vehicle movements associated with the future development of the Oakdale Central Estate and surrounding employment lands.

The subject site is appropriately zoned to permit the proposed road expansion and no departure from any development standard is required to enable the development.

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 broader locality.

No unacceptable impacts are anticipated to result from the construction or operational phases of the road given the context of the site in an emerging area that has been identified for the intended activities.

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 Environment.

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APPENDIX 1

LETTERS REQUESTING OWNERS CONSENT

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APPENDIX 2

CIVIL ROAD DESIGN REPORT

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APPENDIX 3

PHASE I ENVIRONMENTAL SITE ASSESSMENT

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APPENDIX 4

FLORA AND FAUNA ASSESSMENT

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APPENDIX 5

ABORIGINAL HERITAGE DUE DILIGENCE ASSESSMENT

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APPENDIX 6

CORRESPONDENCE FROM LANDOWNERS – IN-PRINCIPAL SUPPORT