

OAKDALE SOUTH ESTATE - SSDA 6917

SECTION 96(1A) MODIFICATION
APPLICATION - MOD 4



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EXECUTIVE SUMMARY

This Modification Report has been prepared by Urbis on behalf of the applicant, Goodman Property Services (Aust) Pty Ltd, and is submitted to the New South Wales Department of Planning and Environment (DP&E) in support of a modification under section 96(1A) of the Environmental Planning & Assessment Act, 1979 (EP&A Act) to a State Significant Development (SSD) approval SSD6917 issued on 26 October 2016 as modified by MOD 1 on 21 April 2017 for the Staged Development of the Oakdale South Estate (OSE).

SSD 6917 sought approval for the Concept Proposal and Stage 1 Works relating to the overall development of the OSE including the establishment of road layouts, site levels, subdivision and infrastructure delivery. This section 96(1A) modification application to SSDA 6917 seeks approval for revisions to the approved Master Plan and Stage 1 Development in the northern portion of the estate and is herein referred to as MOD 4.

The Modification Report describes the site and the proposed modifications, provides relevant background information, and assesses the development against relevant legislation, environmental planning instruments, and planning policies and the original SEARs issued for SSD 6917.

The specialist technical studies provided to support SSDA 6917 have been amended where relevant to this section 96 modification application and have informed assessment of the potential environmental impacts within this Modification Report. Revised mitigation measures have also been included within this Modification Report to address any identified impacts on the site and surrounding environment which result from the proposed section 96 modification.

The proposed modification to the OSE Concept Proposal entails:

- Alteration to the layout and area of Precincts 1 and 2 to reflect the needs of future operators of the site; and
- Alteration to the layout of the estate road network to reflect the changes to the precinct layouts and to respond to the access needs of incoming users. This includes an additional estate road between Precincts 1 and 2.

The modification to the OSE Stage 1 Development is to reflect the general layout changes made to the OSE Concept Proposal and broadly entails:

- Amending the site layouts within Precinct 1 to reflect the changes made to the OSE Concept Proposal;
- Changing the Estate Road works to reflect the amended Concept Proposal including revised alignment of Estate Road 02, the introduction of a new Estate Road 07;
- Modifications to the approved warehouse built form within Precinct 1 to reflect the needs of individual operators. These modifications include changes to the size, built form, access and car parking.

The proposal is consistent with the relevant legislative and policy framework including the *Environmental Planning and Assessment Act 1979* and *State Environmental Planning Policy (Western Sydney Employment Area)*.

Environmental site constraints and impact management has been addressed in detail within the EIS for the approved Stage 1 SSDA for the OSE and subsequent EIS for MOD 1. As such this Modification Report addresses the impacts relevant to the proposed modifications. All other impacts have been reviewed and updated to ensure that there will be no additional impacts arising from the proposed modification beyond those impacts assessed as being acceptably mitigated within the original SSDA assessment.

The relevant impacts identified to be relevant to MOD 4 include.

- Transport, Traffic and Access impacts,
- Noise impacts,
- Air Quality, and

- Visual impacts.

Having regard to the above, the assessment of the proposed modification application has not identified any significant additional environmental, social or economic impacts.

Consultation

Consultation was undertaken with a range of State authorities, service providers and members of the community during the preparation and assessment of the original EIS for the Stage 1 & Concept SSDA. Significant additional consultation was undertaken in respect to the recently approved MOD 1. Relevant agencies have also been consulted where relevant in relation to this s96 as required by the original SEARs issued for the approved SSD 6917.

The findings of this section 96(1A) Modification Report and the revised technical reports identify the proposed development as modified can be accommodated without generating impacts over and above those which were previously approved under SSD 6917 and are considered appropriate by relevant legislation.

A positive assessment and determination of the project should prevail for the following reasons:

- The proposed development will result in a land use that is consistent with the zoning of the land and contribute an employment generating use in line with strategic goals for the Western Sydney Employment Area.
- The proposal demonstrates consistency with the relevant environmental planning instruments including strategic planning policy, and State and local planning legislation, regulation and policies.
- The proposal will operate within the operational bounds assessed and considered to be satisfactory as determined in the approval of the Stage 1 SSDA 6917 as modified by MOD 1.
- It has been demonstrated that the proposed works will result in minimal environmental impacts and will result in substantially the same development as approved by SSDA 6917 as modified by MOD 1.
- It has been demonstrated that all impacts can be appropriately managed or mitigated through the recommendations outlined in the sections of this report.

Given the merits of the proposal, it is requested that the Minister approve the modifications subject to the mitigation measures outlined in this report.

- Modifications to the approved warehouse built form within Precinct 1 to reflect the needs of individual operators. These modifications include changes to the size, built form, access and car parking.

This report describes the site and proposed development, provides relevant background information, and assesses the development against relevant legislation, environmental planning instruments, and planning policies, and addresses the SEARs issued in respect to the subject application.

The technical reports and plans submitted with the original SSDA have been reviewed and updated to address the proposed modifications to both the Concept Proposal and Stage 1 Development. These updated technical studies, conclude that there are no material changes in impact arising from the proposed modification that were considered as part of the original SSDA assessment.

Where modified impacts are identified in these reports, the issue is addressed in this application. Where confirmation is provided that the nature of the impact is the same as that originally approved, no specific mention is made of that issue but correspondence to that effect is appended to the report for confirmation.

1. CONSENT FRAMEWORK

The development of the OSE is part of the development of the broader Western Sydney Employment Area (WSEA) and, within that, the wider Oakdale Estate.

Previous development consents have been issued by the NSW DP&E for the development of Oakdale Central Estate Concept Plan (MP 08_0065 and associated Mods) and subsequent stage building consents (MP 08_0066 and SSD 6078 and associated Mods). Further, SEARs have been issued for the future development of Oakdale West Estate (SSD 15_7345).

1.1. SSD 6917 – STAGED SSDA FOR THE OSE

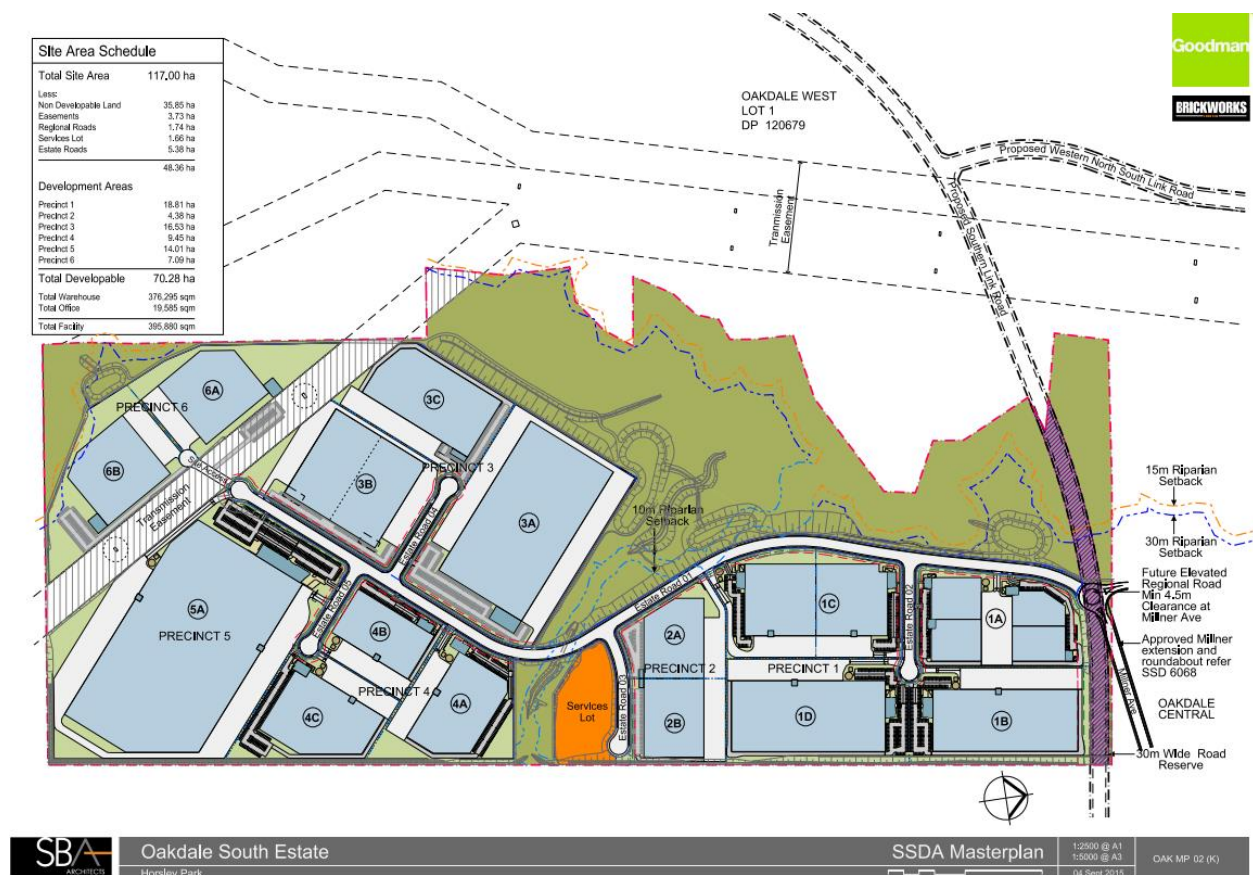
A State Significant Development (SSD6917) was issued on 26 October 2016 for Concept Plan and Stage 1 Estate and Precinct Development works within the OSE. This approval was amended by SSD 6917 MOD 1 approved on 21 April 2017. Specifically, this consent authorised:

OSE Concept Proposal

- A site master plan to guide the staged development of the OSE along with core development controls that will form the basis for design and assessment of future development applications on the site (Refer to **Figure 2** below).

Determination of the Concept Proposal included detailed consideration of impacts generated by the proposed future use of the site, including an assessment of estate-wide traffic generation and infrastructure demand, impact on Aboriginal and non-Indigenous heritage, impact on flora and fauna, riparian lands and creeks, acoustic, visual and air quality impact and overall consistency of the proposal with the strategic objectives of the WSEA SEPP and metropolitan planning strategy.

Figure 2 – Originally Approved OSE Masterplan



Stage 1 Development

- Stage 1 Estate Works:

Site preparation, civil and infrastructure work across the entire OSE, required to facilitate the stages development of the OSE.

This included bulk earthworks for Estate Road construction and interim development site pad levels, staged subdivision, provision of services infrastructure to the future development lots, construction of stormwater drainage within the Estate Road, and civil works for realignment of the Ropes Creek Tributary.

Stage 1 works also include vegetation and archaeological site clearance across the site.

- Stage 1 Precinct Development works:

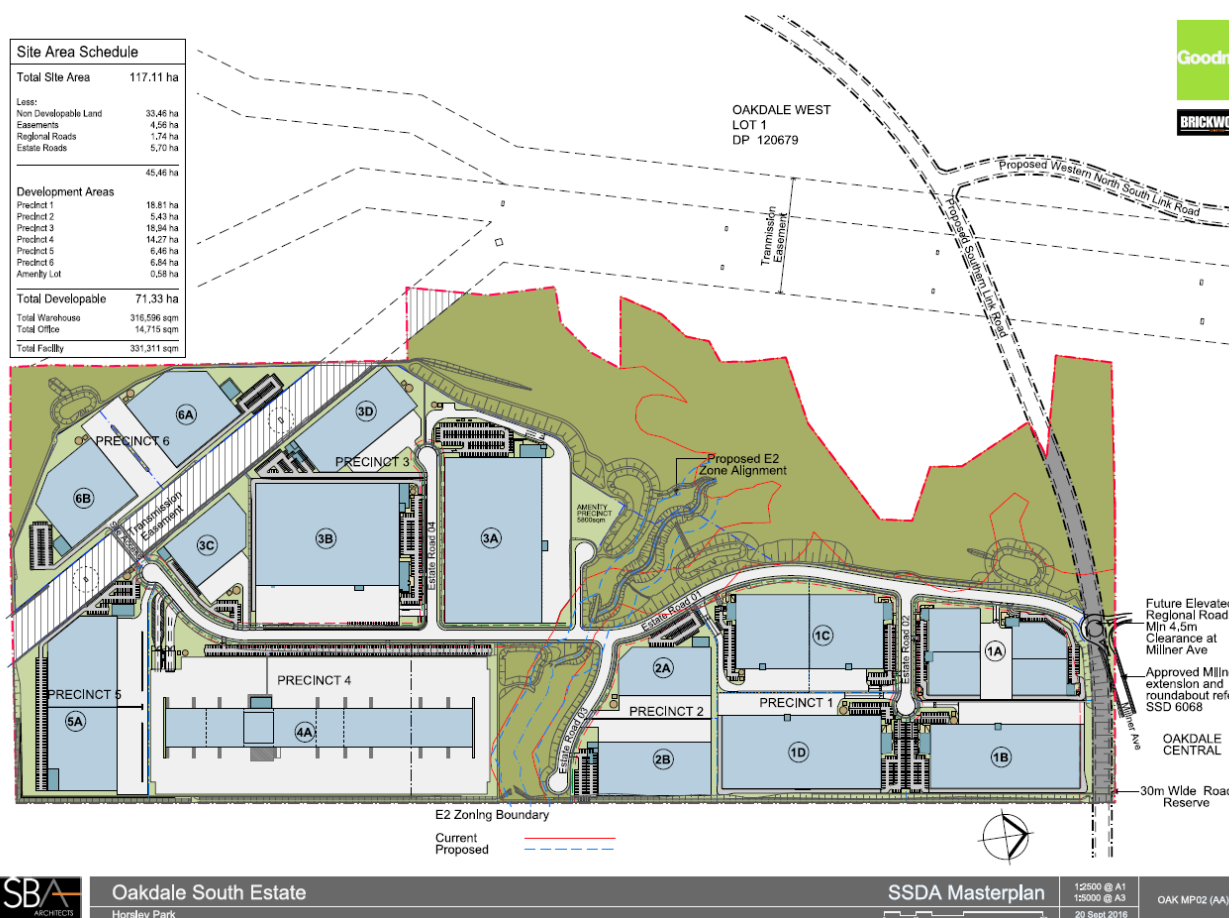
This included construction and operational consent for built form, use and operational parameters of development lots within Precincts 1, 4 and 5.

1.2. MOD 1 – SSD 6917

Consent SSD 6917 MOD 1 was approved on 21 April 2017. MOD 1 modified the Concept Proposal and Stage 1 DA Layout including;

- Revised lot, building envelope and internal road layout under the Concept Proposal and Stage 1 DA (refer **Figure 3**),
- Addition of a 5,800m² amenity lot,
- Amended subdivision layout,
- An increase of the total developable area for the estate from 70.28ha to 71.33ha,
- Amended bulk earthworks, estate infrastructure and landscaping works,
- Amended creek re-alignment works,
- Construction of extended noise walls, and
- Removal of all warehouse building construction in precincts 3,4 and 5 from the Stage 1 DA.

Figure 3 – OSE Masterplan layout as amended by MOD 1



1.3. SUBSEQUENT MODIFICATIONS

Two minor section 96 applications have been submitted to modify SSD 6917. These are described briefly as follows:

- **MOD 2 – Withdrawn.** This section 96(1) modification application was sought to amend Condition D16(e) of SSD 6917 to require Fire and Rescue NSW endorsement and approval by the Secretary prior to commencement of on-lot building works in Precinct 1, 4 or 5, rather than the Stage 1 Construction Certificate.
- **MOD 3 – Currently on Exhibition.** Submitted in April 2017, this section 96(1A) modification application seeks to amend Condition E27 of SSD 6917 to extend the permissible Standard Construction Hours to carry out importation of fill activities during the hours of 7pm to 5am from Monday to Friday.

This extension specifically relates to the supply and importation of fill materials from the Westconnex M4 East project to the OSE site as required to establish the bulk earthworks for OSE. Capacity constraints at the Westconnex project necessitated an approval for that project to carry out exportation of fill outside of regular construction hours. This condition amendment facilitates the importation of fill to OSE for the bulk earthworks.

1.4. OTHER OSE SSD APPLICATIONS

At the time of preparing this application a number of applications with regard to the Oakdale South Estate have reached varying stages of the application process, as outlined below:

- **SSD 7663** – Toyota Spare Parts Warehouse and Distribution Centre (Site 3B) – Approved
- **SSD 7719** – Sigma Pharmaceutical Warehouse and Distribution Facility (Site 3A) – Under Assessment
- **SSD 8209** – Costco Wholesale (Site 4A) – SEARs issued, SSDA being prepared.

1.5. RATIONAL FOR THE PROPOSED MODIFICATION (MOD 4)

The approved OSE development comprises a regional warehouse and distribution hub that will ultimately operate as part of an integrated and synergistic network of custom designed, state of the art facilities incorporating all of the Oakdale Estate lands within the Western Sydney Employment Area (WSEA).

The approved development includes a Concept Proposal to guide the staged development of the entire estate as well as a Stage 1 development comprising earthworks, construction of roads and infrastructure and the construction, fit out and use of buildings within Precinct 1.

The approved OSE development was designed to accommodate generic warehousing and distribution facilities, without knowledge of the specific needs of individual operators that may ultimately occupy the site. During assessment of the SSDA, operators were secured for development sites within Precinct 1. As such, modifications to the approved development are required to accommodate the specific operational needs of the end users.

The proposed operator of Site 1B, Iron Mountain, has requested layout requirements for the site to accommodate their specific operational needs for a document storage facility. These needs require a change to the masterplan layout approved by MOD 1. MOD 4 also seeks to modify the Stage 1 Precinct Development for Site 1B (Iron Mountain), as well as the remaining warehouse buildings within Precinct 1.

Minor changes to the layout of the Estate resulting from altered conditions following the approval of the SSDA have also been addressed within this section 96(1A) modification application.

1.6. TEST OF ADEQUACY

A draft Section 96(1A) Modification Report was submitted to the DP&E on 23 May 2017. The Department comments are detailed in the following table along with a reference to where these matters are addressed in the Modification Report.

Item/ Description	Document Reference/Comment
Documentation	
Where modifications proposed are considered minor and of minimal environmental impact, a comprehensive Environmental Impact Statement (within the same meaning of the Environmental Planning and Assessment Regulation 2000) is not required to be submitted. In such an instance, the environmental impact documentation submitted may be referred to as “Modification Report” or similar.	Noted – report has been updated.
Urban Design	
Loading docks should be oriented away from the road network to maintain a high level of visual amenity.	Reorientation of loading docks away from the Estate Road 01 is operationally unfeasible. The reason for this is that the site configuration would create an irregularly shaped ‘splay’ wall to the

Item/ Description	Document Reference/Comment
	building which is functionally problematic with respect to internal racking layouts and movement of materials handling equipment through the warehouse. In addition as a consequence of the constructed levels on the site if the hardstand was located on the east of the site an extensive ramp would be required which would reduce the available operational dock face to the warehouse to the point that it would be undesirable for operators. The visual amenity of the proposed layout with hardstand facing Estate Road 01 is considered acceptable for the following reasons: • A large portion of the building pad for Lot 1A is elevated above Estate Road 01. Refer plan C1038 (civil plans) and plan LP1-002 (landscape) which shows the road is at a level of RL59.4 whereas the hardstand is at a height of RL62.67 some 3.3m above. This will significantly reduce the visual appearance of hardstand from the road (see included sections in the updated landscape plans). This level difference diminishes along the western boundary to 0m at the southern end however this is compensated by an increase to the landscape setback along this frontage; • Additional planting has been incorporated into the Estate Road 01 landscape setback and Lot 1A (See attached updated landscape plans), which has been increased from 3.5m to 7m which is 200% of the required minimum landscape setback (3.5m). This will result in an effective visual screen to soften the hard stand area; and • The significant setback of Building 1A from Estate Road 01 will reduce the appearance of bulk and scale of the building from the road, which would otherwise occur were the building to be located adjacent to the road frontage, particularly given the raised pad level. The raised pad would also significantly exaggerate the appearance of building height by a further 4m. Therefore in terms of visual amenity the proposed

Item/ Description	Document Reference/Comment
	layout with both the setback and landscape screening to Estate Road 01 is considered a preferable urban design outcome. Addressed in Section 5.2.4.
The proposed location of the water tanks/pump room adjacent to Unit 1A has a poor presentation to Estate Road 01 and the future proposed Southern Link Road. This should be reconsidered.	Refer revised architectural plans which now incorporate a screening element to the tanks / pump room. Addressed in Section 5.2.4 and Architectural Plans at Appendix A.
Provide proposed signage details and specifications.	Estate signage details and specifications are provided on plan MP 11(K), which details sign dimensions, design and location. Building façade signage design has only been included for Building 1B (Iron Mountain) and is yet to be finalised for the other buildings. We suggest that details of façade signage may be provided to DoP for approval once occupier signage is confirmed, as permitted by Condition E68. The signage for Site 1B, Iron Mountain, is included on the elevation drawings for this building (the dimensions of these façade signs are also included). Addressed in Section 5.2.4 and Architectural Plans at Appendix A.
Roads, Access and Car Parking	
The EIS submitted identifies modifications to the concept approval relating to Precinct 1, Precinct 2, Estate Road 07 and Estate Road 02. The Traffic Impact Assessment submitted and Proposed MOD4 Masterplan (OAK MP02 (MM)) illustrate proposed modifications to internal access arrangements for Precincts 3, 5 and 6. The specific changes to the masterplan should be clarified and all documentation submitted should be consistent in the modifications sought.	The only changes in addition to those proposed for Precinct 1 & 2 concern the fire tracks around warehouses 3C, 3D, 5A, 6A & 6B. These have been included for fire safety compliance. The inclusion of the fire tracks have necessitated minor change to GFA for these precincts. The EIS includes reference to these new fire tracks and confirms any changes to GFA. Addressed in Section 5.2.1, Architectural Plans at Appendix A and Traffic Impact Assessment at Appendix C.
Provide specific details regarding the modifications to Estate Roads including the realignment of Estate Road 01 and any impacts to adjoining E2 zoned land. Impacts on E2 zoned land should be avoided.	No realignment of Estate Road 01 is proposed, and therefore no impacts to E2 zoned land.
Reconsider the location of the vehicle and truck access points to Unit 1A by increasing the distance	The bulk earthworks level for Site 1A (as approved and constructed) is RL63.2. This results in an approximately 2m to 3m high level change

Item/ Description	Document Reference/Comment		
between these two points to facilitate safe ingress and egress.	between Road 02 and Site 1A. Accordingly it is necessary to maintain the car park access near the truck entry in order to ramp down into the site at an acceptable gradient Addressed in Section 5.2.1 , Architectural Plans at Appendix A .		
Reconsider the location of the vehicle access points to Units 1C and 2A to provide a greater staggered distance between the two points to facilitate safe ingress and egress of vehicles.	The car park entrances to Units 1C and 2A have been updated to be offset by approximately 20m so that they are not directly opposing one another in order to reduce potential for vehicular congestion. Addressed in Section 5.2.1 , Architectural Plans at Appendix A .		
Provide details of emergency services access to the site and internal routes.	Emergency services circulation mark-up is provided in the BCA report. It is noted that a fire appliance circulation path is now provided on Site 1A within site Sit 1A rather than relying on the Site 1B hardstand area. This has necessitated a drive around fire access path on the northern side of Site 1A but ensures the required landscape setback is maintained. Discussion of this access is included in the EIS and BCA report. Addressed in Section 5.2.6 and BCA Report at Appendix H .		
Provide details of street lighting including locations.	Street lighting was not included in the Concept or MOD 1 approved plans and this level of detail in not proposed to be included in the MOD4 plans, however will be finalised and confirmed prior to Occupation Certificate.		
Landscaping			
Provide soft landscaping calculations including a table showing the differences between approved landscaping and proposed MOD4 landscaping.	The following table has been provided by Site Image and is included in the updated EIS. Precinct 1		
	Lot	MOD 1	MOD 4
	1A	6,277.9 m²	4,178 m²
	1B	8,402.8 m²	5,740.9 m²
	1C	8,265.5 m²	6,183.6 m²

Item/ Description	Document Reference/Comment		
	1D	6,558.4 m ²	7,020.4 m ²
	Total	29,144.4 m ²	23,122.9 m ²
	Addressed in Section 2.3		
Stormwater			
Provide details of any increase in hardstand/impervious surface area and address subsequent surface water and drainage implications.	The on lot impervious areas are generally consistent between MOD1 – MOD 4. There is an additional 4,580m² of road reserve (say 80%) in MOD 4. The stormwater drainage catchment boundary for Basin A & B has been amended slightly due to the revised Estate Road 02 location and addition of Estate Road 07 impervious area. This has allowed the basin sizes to remain the same in Basin A & B as per the current approval which will maintain the permissible site discharge rates, quantity of on-site storage and bio-retention to achieve the requisite water quantity and quantity targets. Addressed in Table 16 in Section 5.2.6		

2. DESCRIPTION OF PROPOSED MODIFICATIONS

2.1. OVERVIEW

This application seeks a modification to the approved SSD 6917 Concept and Stage 1 work for the OSE.

2.2. MODIFICATIONS TO THE CONCEPT APPROVAL

The following changes, detailed in

Table 1, are proposed to the approved Concept Plan as modified by SSD 6917 MOD 1.

- Change to the subdivision lot configuration for Lot 1 including:
 - Reduce the overall developable area of Precinct 1 and
 - Increase in the overall developable area of Precinct 2
 - Addition of one (1) new road, Estate Road 07,
 - Revising the location of Estate Road 02.
 - Revise the size of all allotments within Precinct 1
- Reduce the overall developable area within the OSE from 71.33ha to 70.89ha,
- Increase to the approved maximum warehouse and office GFAs within the OSE from 331,311m² to 337,295m²

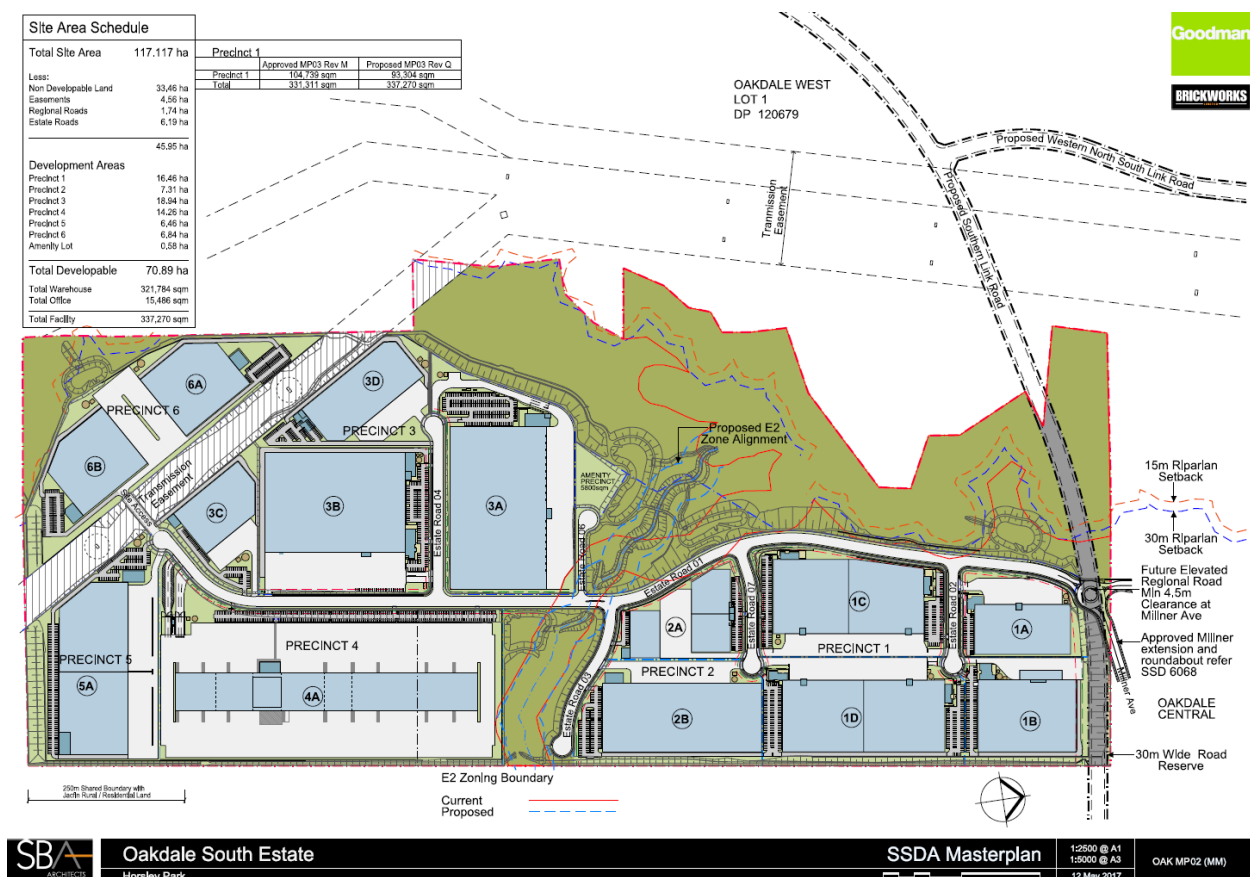
Table 1 – Numerical Comparison of Site Area

Site Area	Approved Concept Plan	Approved MOD 1 Concept Plan	Proposed MOD 4 Concept Plan	Difference to Approved MOD 1
Total Site Area	117.00 ha	117.11 ha	117.117 ha	+0.007
Less Non-Developable Land	35.85 ha	33.46 ha	33.46 ha	No change
Easements	3.73 ha	4.56 ha	4.56 ha	No change
Regional Roads	1.74 ha	1.74 ha	1.74 ha	No change
Services Lot	1.66 ha	N/A	N/A	N/A
Estate Roads	5.38 ha	5.70 ha	6.19 ha	+0.49
<u>Total</u>	<u>48.36 ha</u>	<u>45.46 ha</u>	<u>45.95 ha</u>	<u>+0.49 ha</u>
Development Areas				
Precinct 1	18.81 ha	18.81 ha	16.46 ha	-2.35 ha
Precinct 2	4.38 ha	5.43 ha	7.31 ha	+1.88 ha
Precinct 3	16.53 ha	18.94 ha	18.94 ha	No change

Site Area	Approved Concept Plan	Approved MOD 1 Concept Plan	Proposed MOD 4 Concept Plan	Difference to Approved MOD 1
Precinct 4	9.45 ha	14.27 ha	14.26 ha	-0.01 ha
Precinct 5	14.01 ha	6.46 ha	6.46 ha	No change
Precinct 6	7.09 ha	6.84 ha	6.84 ha	No change
Amenity Lot	-	0.58 ha	0.58 ha	No change
Total Developable Area	70.28 ha	71.33 ha	70.89 ha	-0.44 ha
Total Warehouse	376,295m ²	316,596m ²	321,249m ²	+4653m ²
Total Office	19,585m ²	14,715m ²	15,486m ²	+771m ²
<u>Total Facility</u>	<u>395,880m²</u>	<u>331,311m²</u>	<u>336,735m²</u>	<u>+5,424m²</u>

No change is proposed to the approved site specific DCP controls. Proposed Concept and Stage 1 plans, as modified, are included at **Appendix A. Figure 4** below shows the currently proposed OSE Masterplan (MOD 4).

Figure 4 – Proposed OSE Masterplan – MOD 4



2.2.1. Gross Floor Area

The s96(1A) modification application (MOD 4) proposes a minor increase to the overall GFA from that approved in MOD 1. The progressive changes to the overall GFA of the OSE are provided in **Table 2**.

Table 2 – Overall GFA for the OSE

SSD 6917	Approved MOD 1	Proposed MOD 4
395,880m ²	331,311m ² (-64,569)	336,735m ² (+5,424)

Approved SSD 6917 provided an overall GFA of 395,880m². Further design progression relating to the operational requirements of specific tenants resulted in the overall GFA being reduced in the subsequent s96(2) modification application (MOD 1). The GFAs were reduced in MOD 1 for the following reasons:

- Removal of all approved building envelopes for precincts 3,4,5 and 6.
- Rationalisation of GFAs for Sites 3A (Sigma), 3B (Toyota) and 4A (Costco) to meet their specific operational needs.

Whilst approximately 2,804m² of the overall increase to GFA, proposed by MOD 4, can be attributed to the changes to layout of Precincts 1 and 2, **Table 3** provides a breakdown of where GFAs have changed over the entire site and a rationale for the change. However, it is noted that the GFA breakdown provided below is for information purposes only and that approval is only sought within this s96 application for the increase to the overall GFA for the OSE in addition to the GFA for Precinct 1. The remaining precinct GFAs will be resolved in future development applications.

Table 3 – Precinct Area Comparison

Precinct 1	Mod 1 Layout	Mod 4 Layout	Difference	Rationale for change
Precinct 1	104,739 sqm	92,769 sqm	-11,970	Areas revised as per revised envelopes proposed within MOD 4
Precinct 2	27,187 sqm	41,426 sqm	+14,239	Increase results from revised layout for Precinct 1
Total Precinct 1 and 2			+2,269	
Precinct 3	106,521 sqm	106,428 sqm	-93	Area reduced to accommodate fire trail between lot boundary and warehouse on the western corner of Lot 3D
Precinct 4	30,607 sqm	35,349 sqm	+4,742	Increase results from updated layout for Site 4A, subject to a separate SSDA (Costco)
Precinct 5	29,929 sqm	29,929 sqm	0	No change from MOD 1

Precinct 1	Mod 1 Layout	Mod 4 Layout	Difference	Rationale for change
Precinct 6	32,328 sqm	30,834 sqm	-1,494	Minor reduction due to revised building / fire trail layout.
Total Precincts 3 – 6			+3,155	
Total Precincts 1 – 6			+5,959	

The overall GFA capacity of the OSE was assessed in the original Concept and Stage 1 SSDA which approved an overall GFA of 395,880m². The proposed GFA in MOD 4 (336,735m²) is a minor increase relative to MOD 1 (+5,424m²) and still well below the GFA approved by the originally approved SSDA 6917.

The development of these future precincts will be subject to future development applications once operators have been secured for these sites. It is therefore reasonable to expect that there may be further changes to the final precinct GFA's based on the operational requirements for individual operators.

Whilst these future applications will be required to provide a detailed assessment of the environmental impacts for each proposal, this Modification Report is accompanied by revised consultant reports which have reviewed the minor increase to GFA across all precincts.

2.3. MODIFICATIONS TO THE STAGE 1 APPROVAL

Modification is proposed to both the Estate Works and Precinct Development approved as Stage 1 of the OSE development. The proposed modifications are outlined in detail below.

2.3.1. Modification to Estate Works

The following modifications are proposed to the approved Stage 1 Estate Works:

- Amended detailed road design to reflect the revised Estate road layout which includes the new Estate Road 07 and revised location of Estate Road 02.
- Amended landscape plans to reflect the revised Estate road layout.
- Amended Subdivision Plan to reflect the revised Estate layout.

Figure 5 – Mod 1 to Mod 4 Comparison Plan

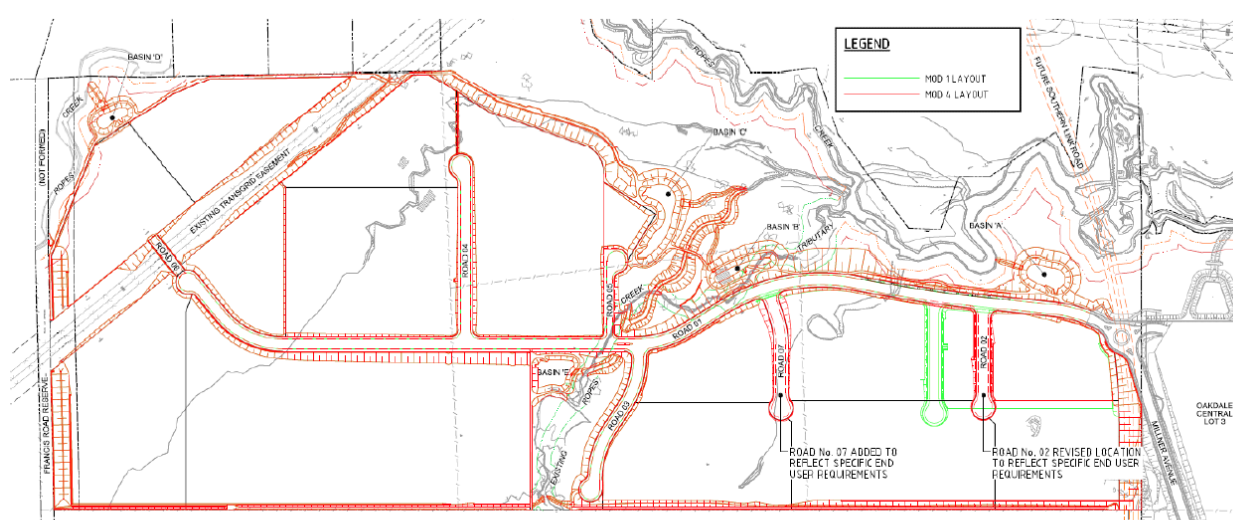


Figure 1 – Mod 1 to Mod 4 Comparison Plan

(Source: AT&L drawing SKC191[P8])

Source: Source AT&L

Estate Road 07

The specifications for the new Estate Road 07 are summarised below and detailed in the accompanying Civil Report (**Appendix F**) and Civil Drawings (**Appendix G**).

- 23m wide Road Reserve,
- 15.5m wide Carriageway comprising
 - 2 x 3.5m wide central traffic lanes,
 - 2x 4.25m wide traffic lanes adjacent to kerb.
- 3.75m wide verges on both sides including
 - 1.95m landscape zone between kerb face and footpath
 - 1.2m wide footpath. Footpath designed at 2% crossfall
 - 0.6m landscape zone between boundary and footpath with provision for street lighting

Figure 6 – Section – Estate Road 07

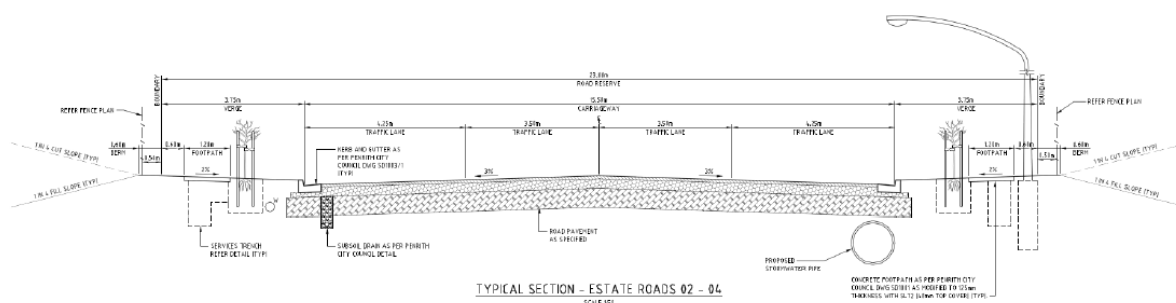


Figure 5 - Typical Estate Roads 02, 03, 04 & 07 Section (without 2.5m shared path)
(Source: AT&L drawing C1011[B])

Source: AT&L

Bulk Earthworks / Cut and Fill

MOD 4 proposes an amended pad location and design as shown in the Civil Drawings at Appendix G which reflects the relocation of Estate Road 02 and Estate Road 07. The Civil Report notes that the revised Mod 4 masterplan will result in reduced quantities of cut and fill. The reduced amount of fill required to be imported to the site is based on 'an optimised civil works design for the revised Mod 4 masterplan.' The revised cut and fill quantities are detailed in **Table 4** below.

Table 4 – Revised Cut and Fill Volumes

Application	Net Cut (m ³)	Net Fill (m ³)	Balance (m ³)
MOD 1 (Drg C1020[C])	-568,404	+1,500,804	932,400
MOD 4 (Drg C1020[E])	-545,165	+1,444,900	899,734
Difference (-reduced/+additional)	-23,239	-55,904	-32,666

2.3.2. Modification to Stage 1 Precinct Development

The approved SSDA as modified included the construction, fit out and use of buildings and associated on-lot works for Precinct 1 as part of Stage 1 of the development. The EIS for the original Stage 1 precinct described the precinct development as follows:

- *“Detailed on-lot earthworks to refine final levels and establish final building pads;*
- *On-lot stormwater and utility infrastructure and services connection (including gas if required);*
- *Construction of warehouse buildings in the configuration shown on the development plans for each precinct;*
- *Construction of site access, hardstand, car parking and loading areas;*
- *Fit out of buildings as shown on development plans, including standard racking and office fit out;*
- *Landscaping of development sites in accordance with landscape plans for each precinct”*

This section 96 modification application proposes to amend the layout, built form, access, parking, landscaping and signage of the approved Stage 1 Development Precinct known as Precinct 1. Precinct 1 is the northern-most development precinct within the OSE, representing the gateway to the estate. The precinct as approved was for five large warehouse buildings, separated into up to eight warehouse units of varying size. The approved SSDA now proposed to be modified by MOD 4 proposes 4 large warehouse buildings. Two of these buildings are to be separated into 4 separate warehouse units. Access to these warehouses will be from Estate Road 02 and the proposed new Estate Road 07. A summary of the numerical changes to Precinct 1 is provided in **Table 5**.

Table 5 – Precinct 1 - Numerical Changes compared to SSDA 6917 and MOD 1

ELEMENT	SSDA 6917	APPROVED MOD 1	PROPOSED MOD 4
Total Area	18.81ha	18.81	16.46ha
Development Super Lot	Lot 1	Lot 1	Lot 1
Development Sites	1A, 1B, 1C and 1D	1A, 1B, 1C and 1D	1A, 1B, 1C and 1D
Warehouse Units	Eight (maximum)	Eight (maximum)	Six (maximum)
Total Warehouse GFA	99,000m ²	99,760m ²	88,590m ² (includes dock office)
Total Ancillary Office GFA	5,739m ²	4,979m ²	4,179m ²
Total GFA	104,739m ²	104,739m ²	92,769m ²
Site Coverage	Site 1A-54%	Site 1A-54%	Site 1A-51%
	Site 1B-53%	Site 1B-53%	Site 1B-57%
	Site 1C-56%	Site 1C-58%	Site 1C-59%
	Site 1D-59%	Site 1D-59%	Site 1D-57%

Layout and Built Form

Precinct 1 is principally defined by the northern site boundary, future Southern Link Road, and Estate Road 01 which forms the western boundary of the precinct. Estate Road 02 runs in an east-west orientation roughly through the centre of the precinct providing access to the eastern allotments 1B and 1D. The southern boundary is defined by the new Estate Road 07.

The built form in Precinct 1 has been modified to provide four warehouse buildings, some of which are to be separated into smaller warehouse units as required to accommodate a range of potential operations and users. Warehouse floorplates in the precinct range from approximately 12,000m² to approximately 18,000m² to provide a diversity of product and maximum flexibility in the ultimate internal configuration of space.

Each warehouse building is serviced by a hardstand area for loading and manoeuvring, a separate car park and a generously landscaped perimeter. Building heights respond to the needs of modern warehousing operations in terms of clearance, with a maximum height of 13.7m (excluding plant) consistent with the original Concept and Stage 1 approval (SSDA 6917).

Buildings have been generally designed to address street frontages with office areas and primary entrances oriented toward key access roads. Building materials are similar to those adopted for Oakdale Central and the recently lodged SSDAs for Sites 3A and 3B in Precinct 3 to encourage consistent branding across the estates.

Revised elevations and a schedule of finishes are provided at **Appendix A**.

Access, Parking and Loading

Each warehouse is provided with separate access for heavy and light vehicles with car parking also separated from loading and manoeuvring areas. A fire access track is also provided on the building perimeter of precincts 3, 5 and 6 for the purpose of emergency vehicle access. All access points and internal driveways, service and circulation will comply with A2890.1 and 2890. The access and loading areas will accommodate the turning paths of B-Double vehicles (the largest proposed vehicle to access the OSE).

The access and loading arrangements for each proposed warehouse building is summarised in **Table 6**.

Table 6 – Loading and Unloading Arrangements – Precinct 1

Development Site	Access and Circulation	Loading
Site 1A	- Heavy vehicle only access from Estate Road 02, east of Estate Road 01. - Car park only access from Estate Road 02, east of Estate Road 01. - Internal hardstand designed for one-way circulation with ingress and egress via same access point.	Two external loading bays adjacent to western building façade.
Site 1B	- Service vehicle only access from Estate Road 02, east of Estate Road 01. - Car park only access from Estate Road 02, east of Estate Road 01. - Internal hardstand designed for one-way circulation with ingress and egress via same access point.	One drive through loading dock area.
Site 1C	- Service vehicle only access from Estate Road 02, east of Estate Road 01 and a service vehicle only access point directly from Estate Road 07. These access points will be shared with Building D. - Separate car park only access from Estate Road 02, east of Estate Road 01 accessing Office 2. - Separate car park only access from Estate Road 07, east of Estate Road 01 accessing Office 1.	Four covered, external loading bays for each warehouse unit, adjacent to eastern building facade.

Development Site	Access and Circulation	Loading
	Internal hardstand designed for one/two way circulation along eastern boundary for all vehicle types up to B-Doubles.	
Site 1D	- Service vehicle only access from Estate Road 02, east of Estate Road 01 and a service vehicle only access point directly from Estate Road 07. These access points will be shared with Building D. - Separate car park only access from Estate Road 02, east of Estate Road 01 accessing the car park adjacent to Office 2. - Separate car park only access from Estate Road 07, east of Estate Road 01 accessing the car park adjacent to Office 1. - Internal hardstand designed for one/two way circulation along western boundary for all vehicle types up to B-Doubles.	Three covered external loading bays for warehouse 1 and two covered external loading bays for warehouse 1, adjacent to eastern building facade.

Car Parking

The minimum number of spaces for Precinct 1 were detailed in Condition E5 and Table 5 of the consent for SSDA 6917. The number of approved spaces compared to the number of spaces provided within this modification is summarised in **Table 7** below.

Table 7 – Precinct 1 – Car Parking Provision

Site	Approved (Condition E5)	Proposed	Difference
1A	124	61 (19 Provisional)	-63
1B	143	91	-52
1C	157	185	+32
1D	167	204	+28
Total	591	541	-50

The number of spaces has been adjusted as per the reduced available developable area. This has resulted in a net reduction of 50 car parking spaces from the number approved in SSDA 6917 as modified by MOD 1. Nevertheless, when the approved rate of car parking is applied to the total amount of warehouse and office GFA the proposal provides well over the required amount of car parking for Precinct 1.

Accessible parking will be provided in accordance with the required rate, being 2 spaces per 100 car parking spaces and will be designed in accordance with AS 2890 Part 6: Off-Street parking for people with disabilities.

Landscaping and Signage

Landscaping

The proposed landscaping within Precinct 1 will be consistent with the landscaping approved for the Concept and Stage 1 SSDA 6917 and generally includes on-lot presentational landscaping as illustrated in the plans at **Appendix B**. The landscaping of Estate Roads (including street tree planting, ground cover and treatment, cycleways and landscape nodes) has also been revised to reflect the revised masterplan layout. Additional landscape screening is provided for screen the proposed hardstand area of Lot 1A. Additional landscaping in this area has been considered in the calculation of landscaped area in the below table.

Table 8 illustrates the differences between the approved landscaping areas in MOD1 and the proposed MOD4 landscaping.

Table 8 – Comparison between approved and proposed landscaping areas.

Lot	MOD1	MOD4	Difference
1A	6,277.9m ²	4,178m ²	-2,099.9m ²
1B	8,042.8 m ²	5,740.9m ²	-2,301.9m ²
1C	8,265.3m ²	6,183.6m ²	-2081.7m ²
1D	6,558.4m ²	7,020.4m ²	+462m ²
Total	29,144.4m ²	23,122.9m ²	-6,021.5m ²

Signage

Signage will be installed as part of the development of Precinct 1 in accordance with the typologies, scale and typical use described under the OSE Signage Strategy detailed in Section 4.2.13. The plans at **Appendix A** illustrate proposed signage within these precincts to form part of MOD 4 to the approved Stage 1 SSDA.

Fit Out and Operations

Apart from Site 1B, Precinct 1 has been designed on a speculative basis with the specific tenants to be secured by Goodman throughout the development phase of the OSE. However, as an experienced industrial landowner, developer and property manager in the WSEA, Goodman has a strong understanding of the operational needs of the typical tenants and users of such facilities in the area and is therefore only seeking to modify the SSDA 6917 to allow for generic fit out and warehousing use of the revised buildings as proposed within this modification application.

Site 1B will be operated by Iron Mountain for a file storage facility. This building has therefore been specifically designed to the specifications required by Iron Mountain to operate their facility from this site.

The fitout and operation of all sites is described briefly in the following sections.

Fit-out and Operation Sites 1A, 1C and 1D

Fit Out

Proposed fit out of buildings within Precincts 1 will remain consistent with the fitouts approved by SSDA 6917 and will comprise the following key elements:

- Installation of basic racking systems within warehouse space;
- Basic fit out of office and dock office space including flooring, ceiling, lighting, services and amenities; and
- Standard finishes to lobby/reception areas.

Operation

The SSDA proposes use of the Stage 1 buildings for 'warehousing and distribution' as defined under the WSEA SEPP and described within the Stage 1 EIS as having the following key elements:

- *"Principal use of the facility for warehousing/distribution and/or freight and logistics uses, with office space to be used for the ancillary administrative functions of the business;*
- *Use to include buildings and ancillary spaces, structures and facilities including hardstand, parking and loading areas, accessways and open space areas as described under the SSDA;*
- *Use to include the loading, unloading and transportation of goods associated with the principal operation and the use of vehicles up to and including the maximum size vehicles described and assessed under the SSDA (i.e. B Double trucks);*
- *Hours of operation for the use of buildings within the Stage 1 development as described in the SSDA to be 24 hours a day, seven days a week (including loading and unloading, warehouse and office operations and associated transportation and storage)."*

The typical activities expected to take place as part of the OSE operations were described within the EIS for the Concept and Stage 1 SSDA 6917 as being related to the *"receipt, storage and dispatch of products as part of bulk warehousing and distribution services."*

The revised design will continue to facilitate the use of the buildings for 'warehousing and distribution' and as such facilitates the types of activities approved for the buildings in the Concept and Stage 1 approval.

Site 1B – Iron Mountain

Goodman has secured Iron Mountain Australia Group as the operator for Site 1B. The design and fitout of this site has been specifically tailored to meet Iron Mountain's operational requirements as described in more detail below.

Design and Fit Out

The site and building design for Iron Mountain document storage warehouse incorporates the following key features:

- 18,000m² warehouse for document storage, dispatch and receipt, operating 24 hours a day, 7 days per week.
- Specialised floor to ceiling document storage racking system.
- 3,927m² hardstand and 2,390m² light duty area with a maximum depth of 35m.
- 1,000m² drive through loading dock adjacent to a 100m² dock office.
- 535m² single storey office which includes reception area, meeting rooms, store rooms, client file viewing rooms, pallet processing rooms and staff amenities.
- Outdoor staff recreation area.
- Security controlled, separated vehicle access points for both light and heavy vehicles.
- Car parking for 91 vehicles including 2 accessible spaces adjacent to the main office entry.
- A 6m wide fire access road around the perimeter of the site.
- Services including new substation, generator pad, 50,000L water tank, sprinkler tank and pump room.

Operation

The operation of the site is consistent with the approved use for Warehousing and Distribution. Iron Mountain is a global company which offers comprehensive record management services including:

- Records management and storage including pure document storage to comprehensive, compliance based records management,
- Data management including off-site tape storage,
- Document imaging and viewing, and
- Secure shredding.

The operation of the Site 1B will include:

- Document Storage – paper, approx. 2 million archive cartons from businesses across NSW.
- 24-hour operation, seven days a week with peak hours of operation and deliveries between 6.30am – 7.30am and 1pm – 4pm.

- Approximately 50 vehicle movements per day including 2 x Semi Trailer and 24 Courier Vans (during business hours),
- Approximately 50 staff to be employed on site across the following shift times
 - 6am – 2pm, 20 staff
 - 2pm – 10pm, 30 staff.
- Car parking will be available for warehouse staff only; no Courier vehicles will be based at the site.

Sustainability

The principles of sustainable design were incorporated into the approved OSE Concept and Stage 1 SSDA as modified by MOD 4. The detailed development of the buildings within Precinct 1 was specifically informed by consideration of passive building design measures and building material selection.

An Energy Efficiency Report (SLR, August 2015) and *Energy Management Plan* (EMP) was prepared for the proposed Stage 1 development. The sustainability initiatives proposed within this report and plan have been incorporated into the revised building design and as such the SSDA as modified will be consistent with the sustainability measures approved for the buildings within Precinct 1 as part the Concept and Stage 1 SSDA.

Construction and Environmental Management

As per the EIS submitted to support SSD 6917 the proposed Stage 1 Precinct Development will be constructed in stages to align with infrastructure and servicing of the site, and market demand/inquiry. Staging of construction within Stage 1 Precincts will generally occur from north to south and will respond to the staging of the construction of Estate Works which will deliver the building pads, infrastructure and services required for the construction of buildings in Precinct 1.

2.3.3. Proposed Modifications to the Conditions of Approval

The proposed amendments to the Concept and Stage 1 approval necessitate certain changes to the conditions of the SSD 6917 consent as modified by MOD 1.

The Development Consent is proposed to be modified as follows.

In Schedule A: Administrative Conditions

1. Delete and replace the description of the approved development as follows:

Development:	The Staged Development Application for the Oakdale South Industrial Estate A Concept Proposal with: • 336,735m² of GFA comprised of 321,249m² of warehousing GFA and 15,486m² of ancillary office floor spaces; • Six development precincts with a total of 15 building envelopes; and • Conceptual subdivision lot layout, site levels, road layout, design controls, landscape designs and infrastructure arrangements. Stage 1 Development Application including: • Staged subdivision; • Construction of bulk and detailed earthworks; • Construction of internal estate roads, water, sewer, telecommunications and gas infrastructure; • Construction of stormwater management devices; • Installation of estate landscaping; • Construction and operation of four warehouse distribution buildings across precinct 1 with a total GFA of 92,769m².
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In the list of definitions

2. Delete and replace the following items in the list of definitions in alphabetical order as follows.

Concept Proposal	The Concept Proposal comprised of 336,735m ² of GFA comprised of 321,249m ² of warehousing GFA and 15,486m ² of ancillary office floor spaces, six development precincts with a total of 15 building envelopes, and conceptual lot layouts, site levels, road layout, urban design controls, conceptual landscape designs and infrastructure arrangements.
Development	The development as described in the EIS, RTS known as SSD 6917 for the Oakdale South Industrial Estate, approved by this Development Consent and as described in Schedule A and modified by the section 96(2) modification application (SSD 6917 MOD 1) and as modified by section 96(1A) modification application (SSD 6917, MOD 4).
Stage 1 DA	The Stage 1 Development Application comprising staged subdivision, site wide bulk and detailed earthworks, construction of estate wide internal roads, water, sewer, telecommunications, gas, stormwater infrastructure, estate wide landscaping and construction and operation of four warehouse and distribution buildings in Precinct 1.

3. Insert the following new definition in the list of definitions in alphabetical order:

SSD 6917 MOD 4	The section 96(1A) modification application lodged by the Applicant on May 2017 to amend the Concept Proposal and Stage 1 DA layouts of the Oakdale South Industrial Estate and all supporting documentation.
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In Schedule B: Conditions of Consent for Concept Proposal

4. Delete and replace Condition B4 as follows:

B4 The Applicant shall carry out the Development in accordance with the:

- EIS and RTS;
- the letter titled '*Re: SSD6917 Oakdale South Industrial Estate; TransGrid Easement Flood Extents*', ref 14-193-ATL~TRANSGRID-L2, prepared by At&I, dated 18 May 2016 and all appendices;
- the Supplementary Response to Submissions titled '*Re: Oakdale South Estate SSDA_6917*' and all annexures, prepared by Urban Advisory Services, dated 12 July 2016;
- the letter report titled '*Oakdale South Estate, Operational Noise Contours, Adverse Weather Conditions*', prepared by SLR, dated 13 July 2016;
- the letter titled '*Re: Oakdale South Estate - state Significant Development Application Ref. 6917*' and all annexures, prepared by Urban Advisory Services, dated 8 September 2016;
- the section 96(2) Modification Application SSD 6917 MOD 1 prepared by Urbis, dated 4 November 2016 and all supporting documentation;
- the section 96(1A) Modification Application SSD 6917 MOD 4 prepared by Urbis, dated May 2017 and all supporting documentation;
- the development layout plans and drawings listed at Appendix 1; and
- the Management and Mitigation Measures at Appendix 3.

5. Delete and replace Condition B9 and Table 1 as follows:

B9. The following limits apply to the Concept Proposal of the development:

- the maximum GFA for the land uses in the Development shall not exceed the limits outlined in Table 1 below;
- no car parking is permitted in TransGrid easement;
- no loading docks, delivery bays or heavy vehicle movements are permitted along the southern property boundary;
- the loading dock, heavy vehicle route and associated hardstand along the southern elevation of building 5A are not approved; and
- the portion of land zoned E2 - Environmental Conservation located on the north-eastern corner of Lot 3A between estate road 01 and estate road 06 shall be used for landscaping purposes only.

Table 1: GFA Maximum for Conceptual Proposal

Land Use	Maximum GFA (m ²)
Total General Warehousing	321,249
Total Office	15,486
Total Developable GFA	336,735

In Schedule D: Conditions of Consent for the Stage 1 DA

6. Delete and replace Condition D2 as follows.

D2. Development Consent is granted to the 'Stage 1 works' as described in Schedule A, the conditions contained in this Development Consent and the EIS, as amended by the RTS and SSD 6917 MOD 1 and SSD 6917 MOD 4.

7. Delete and replace Condition D3 as follows:

D3. The Applicant shall carry out the Development in accordance with the:

- (f) EIS and RTS;
- (g) the letter titled 'Re: SSD6917 Oakdale South Industrial Estate, TransGrid Easement Flood Extents', ref 14-193-ATL-TRANSGRID-L2, prepared by At&I, dated 18 May 2016 and all appendices;
- (h) the Supplementary Response to Submissions titled 'Re: Oakdale South Estate SSDA_6917' and all annexures, prepared by Urban Advisory Services, dated 12 July 2016;
- (i) the letter report titled 'Oakdale South Estate, Operational Noise Contours, Adverse Weather Conditions', prepared by SLR, dated 13 July 2016;
- (j) the letter titled 'Re: Oakdale South Estate - State Significant Development Application Ref. 6917' and all annexures, prepared by Urban Advisory Services, dated 8 September 2016;
- (k) the section 96(2) Modification Application SSD 6917 MOD 1 prepared by Urbis, dated 4 November 2016 and all supporting documentation;
- (l) the section 96(1A) Modification Application SSD 6917 MOD 4 prepared by Urbis, dated May 2017 and all supporting documentation;
- (m) the development layout plans and drawings 1. listed at Appendix 1; and
- (n) the Management and Mitigation Measures at Appendix 3.

8. Delete and replace the table in Condition D9 as follows:

D9. This consent grants approval for the maximum GFAs for Precincts as detailed in **Table 4** below:

Table 4. Maximum GFAs approved under Stage 1

Precinct	Land Use	Maximum GFA (m²)
Precinct 1		
Lot 1A		12,395
Lot 1B		19,535
Lot 1C		29,416
Lot 1D		31,423
TOTAL		92,769
Stage 1 GFA	Warehousing	88,590
	Office	4,179
TOTAL		92,769

Note: Lot 1C & 1D contains two separate warehouse buildings. Warehouse GFA includes loading dock offices.

9. Delete and replace Condition D31 as follows:

D31. The Applicant shall subdivide the site on a staged basis, in accordance with the subdivision plan OAK MP 06 (M) Indicative Ultimate Lot Layout, prepared by SBA Architects, dated 11 May 2017.

In Schedule E: Environmental Performance and Management

10. Delete and replace Condition E5 as follows

E5. The Applicant shall provide a minimum of 526 on-site car parking spaces (including at least 10 spaces for people with a disability at a rate of two per 100 parking spaces) for use during operation of the Development, distributed as shown in Table 5 below.

Table 5. Precinct Car Parking Provisions for Stage1

Precinct	Building	Minimum Car Parking Requirements
1	A	61
	B	91
	C	185
	D	204
TOTAL		541

In the Appendices

11. Delete and replace the table in Appendix 1 – Approved Concept Proposal Drawings as follows:

APPENDIX 1 – SCHEDULE OF APPROVED CONCEPT PROPOSAL DRAWINGS

Master Plan Drawings Prepared by SBA Architects			
Drawing No.	Rev.	Name of Plan	Date
OAK MP 01	BB	Cover Sheet	28/06/2017
OAK MP 02	NN	SSDA Masterplan	19/06/2017
OAK MP 03	S	SSDA Stage 1 Development	19/06/2017
OAK MP 04	T	Precinct 1 Master Plan	19/06/2017
OAK MP 06	N	Indicative Ultimate Lot Layout	11/05/2017
OAK MP 07	N	Site Analysis Plan	19/06/2017
OAK MP 08	N	Existing Zoning	19/06/2017
OAK MP 09	J	Infrastructure Staging Plan (Indicative)	28/04/2017
OAK MP 10	N	Building Staging Plan (Indicative)	19/06/2017
OAK MP 11	M	Signage Precinct 1 Plan	19/06/2017
OAK MP 13	M	Bushfire Protection Plan	19/06/2017
OAK MP 14	P	Restoration Zones	19/06/2017
OAK MP 15	K	Fencing Plan	19/06/2017
OAK MP 16	C	SSDA Masterplan	19/06/2017
Concept Landscape Plans prepared by Site Image Landscape Architects			
Drawing No.	Rev.	Name of Plan	Date
LR-003	J	Landscape Concept Master Plan	21/06/2017
LR-004	J	Typical Landscape Site Section	21/06/2017
LR-005	J	Southern Boundary and Landscape Section	21/06/2017
LR-006	J	Eastern Boundary Landscape Section	21/06/2017
LR-007	J	Vegetation Typologies	21/06/2017

LR-008	J	Typical Species List and Reference Table	21/06/2017
LR-009	J	Street Master Plan	21/06/2017
LR-010	J	Streetscape Typical Detail	21/06/2017
LR-009	J	Street Tree Master Plan	21/06/2017
LR-010	J	Streetscape Typical Detail	21/06/2017
LR-0011	I	Landscape Node 1 – Plan/Section	21/06/2017
LR-0012	J	Landscape Node 2 – Plan/Section	21/06/2017
LR-013	J	Stage 1 Development	21/06/2017
Proposed Service Strategy prepared by AT&L			
Drawing No.	Rev.	Name of Plan	Date
SKC149	P2	Sewer Strategy – Concept Scheme Plan	August 2015
SKC150	P2	Potable Water Strategy – Concept Scheme Plan	August 2015
SKC151	P2	High Voltage – Concept Scheme Plan	August 2015
SKC152	P2	Proposed Gas Main Strategy – Concept Scheme Plan	August 2015
SKC153	P2	Telecommunication Strategy – Concept Scheme Plan	August 2015
SKC154	P2	Proposed Rainwater Re-Use – Concept Scheme Plan	August 2015

APPENDIX 2 – SCHEDULE OF APPROVED STAGE 1 DA DRAWINGS

Stage 1 Architectural Drawings Prepared by SBA Architects			
Drawing No.	Rev.	Name of Plan	Date
Building 1A			
OAK 1A DA 10	P	Proposed Industrial Facility – Building 1A – Site Plan/Floor Plan	19/06/2017
OAK 1A DA 11	G	Proposed Industrial Facility – Building 1A – Roof Plan	19/06/2017
OAK 1A DA 12	G	Proposed Industrial Facility – Building 1A – 1A Office Floor Plans	12/05/2017
OAK 1A DA 15	H	Proposed Industrial Facility – Building 1A – Elevations/Sections 1A	19/06/2017
OAK 1A DA 16	F	Proposed Industrial Facility – Building 1A – Elevations Office 1A	19/06/2017
Building 1B			
OAK 1B DA 20	T	Proposed Industrial Facility – Building 1B – Site Plan/Floor Plan	28/06/2017
OAK 1B DA 21	F	Proposed Industrial Facility – Building 1B – Roof Plan	28/04/2017
OAK 1B DA 22	G	Proposed Industrial Facility – Building 1B – 1B Office Plan	16/06/2017

OAK 1B DA 24	Q	Proposed Industrial Facility – Building 1B – Elevations 1B	28/06/2017
OAK 1B DA 25	J	Proposed Industrial Facility – Building 1B – Sections 1B	28/06/2017
OAK 1B DA 26	H	Proposed Industrial Facility – Building 1B – Elevations Office	28/06/2017
Building 1C			
OAK 1C DA 30	P	Proposed Industrial Facility – Building 1C – Site Plan/Floor Plan	16/06/2017
OAK 1C DA 31	G	Proposed Industrial Facility – Building 1C – Roof Plan	16/06/2017
OAK 1C DA 32	F	Proposed Industrial Facility – Building 1C – Office 1C-1 Floor Plans	28/04/2017
OAK 1C DA 33	G	Proposed Industrial Facility – Building 1C – 1C-2 Office Floor Plans	12/05/2017
OAK 1C DA 34	H	Proposed Industrial Facility – Building 1C – Elevations 1C	09/06/2017
OAK 1C DA 36	E	Proposed Industrial Facility – Building 1C – Elevations Office 1	28/04/2017
OAK 1C DA 37	E	Proposed Industrial Facility – Building 1C – Elevations Office 2	28/04/2017
Building 1D			
OAK 1D DA 40	L	Proposed Industrial Facility – Building 1D – Site Plan/Floor Plan	12/06/2017
OAK 1D DA 41	G	Proposed Industrial Facility – Building 1D – Roof Plan	12/05/2017
OAK 1D DA 42	G	Proposed Industrial Facility – Building 1D – 1D Office 1 Floor Plans	12/05/2017
OAK 1D DA 43	B	Proposed Industrial Facility – Building 1D – 1D Office 2 Floor Plans	12/05/2017
OAK 1D DA 44	H	Proposed Industrial Facility – Building 1D – Elevations 1D	09/06/2017
OAK 1D DA 45	F	Proposed Industrial Facility – Building 1D – Sections 1D	28/04/2017
OAK 1D DA 46	E	Proposed Industrial Facility – Building 1D – Office Elevations	28/04/2017
OAK 1D DA 47	A	Proposed Industrial Facility – Building 1D – Elevations Office 2	28/04/2017
Landscape Drawings prepared by Site Image			
Drawing No.	Rev.	Name of Plan	Date
ELW-001	J	Stage 1 Development Works	21/06/2017
ELW-002	J	Estate Landscape Works	21/06/2017
ELW-003	J	Estate Landscape Works	21/06/2017
ELW-004	J	Estate Landscape Works	21/06/2017

ELW-005	J	Estate Landscape Works	21/06/2017
ELW-006	J	Estate Landscape Works	21/06/2017
ELW-007	J	Estate Landscape Works	21/06/2017
ELW-008	J	Estate Landscape Works	21/06/2017
ELW-009	J	Estate Landscape Works	21/06/2017
ELW-010	J	Estate Landscape Works – Typical Details & Plan Schedule	21/06/2017
ELW-011	J	Estate Landscape Works – Typical Landscape Details	21/06/2017
LP1-001	J	Lot Landscaping – Precinct 1 – Landscaping Plan	21/06/2017
LP1-002	J	Lot Landscaping – Precinct 1 – Primary Presentational Frontage – Typical Landscape Detail Plan	21/06/2017
LP1-003	J	Road 2 Presentational Frontage – Typical Landscape Detail Plan	21/06/2017
LP1-004	J	Lot Landscaping – Precinct 1 – Planting Palette	21/06/2017
Stage 1 Civil Drawings Prepared by AT&L Project Number 14-193			
C1000	C	Cover Sheet Locality Plan	19/09/2016
C1001	E	Drawing List	05/05/2017
C1002	C	General Notes	19/09/2016
C1003	F	General Arrangement Plan	05/05/2017
C1004	C	Typical Sections Sheet 1	19/09/2016
C1005	C	Typical Sections Sheet 2	19/09/2016
C1006	C	Typical Sections Sheet 3	19/09/2016
C1007	E	Typical Sections Sheet 4	05/05/2017
C1008	C	Typical Sections Sheet 5	19/09/2016
C1009	C	Typical Sections Sheet 6	19/09/2016
C1010	C	Typical Sections Sheet 7	19/09/2016
C1011	C	Typical Sections Sheet 8	19/09/2016
C1015	C	Typical Details Plan	19/09/2016
C1020	E	Bulk Earthworks Cut/Fill Plan	05/05/2017
C1021	E	Infrastructure Staging Plan	05/05/2017
C1031	C	Earthworks and Stormwater Plan Sheet 1	19/09/2016
C1032	C	Earthworks and Stormwater Plan Sheet 2	19/09/2016
C1033	C	Earthworks and Stormwater Plan Sheet 3	19/09/2016
C1034	C	Earthworks and Stormwater Plan Sheet 4	19/09/2016
C1035	C	Earthworks and Stormwater Plan Sheet 5	19/09/2016
C1036	E	Earthworks and Stormwater Plan Sheet 6	05/05/2017
C1037	E	Earthworks and Stormwater Plan Sheet 7	05/05/2017

C1038	E	Earthworks and Stormwater Plan Sheet 8	05/05/2017
C1039	C	Earthworks and Stormwater Plan Sheet 9	19/09/2016
C1040	C	Earthworks and Stormwater Plan Sheet 10	19/09/2016
C1041	E	Earthworks and Stormwater Plan Sheet 11	05/05/2017
C1042	E	Earthworks and Stormwater Plan Sheet 12	05/05/2017
C1043	E	Earthworks and Stormwater Plan Sheet 13	05/05/2017
C1051	C	Services and Utilities Coordination Plan Sheet 1	19/09/2016
C1052	C	Services and Utilities Coordination Plan Sheet 2	19/09/2016
C1053	C	Services and Utilities Coordination Plan Sheet 3	19/09/2016
C1054	C	Services and Utilities Coordination Plan Sheet 4	19/09/2016
C1055	C	Services and Utilities Coordination Plan Sheet 5	19/09/2016
C1056	E	Services and Utilities Coordination Plan Sheet 6	05/05/2017
C1057	E	Services and Utilities Coordination Plan Sheet 7	05/05/2017
C1058	E	Services and Utilities Coordination Plan Sheet 8	05/05/2017
C1059	C	Services and Utilities Coordination Plan Sheet 9	19/09/2016
C1060	C	Services and Utilities Coordination Plan Sheet 10	19/09/2016
C1061	E	Services and Utilities Coordination Plan Sheet 11	05/05/2017
C1062	E	Services and Utilities Coordination Plan Sheet 12	05/05/2017
C1063	C	Services and Utilities Coordination Plan Sheet 13	19/09/2016
C1071	C	Erosion and Sediment Control Plan Sheet 1	19/09/2016
C1072	C	Erosion and Sediment Control Plan Sheet 2	19/09/2016
C1073	C	Erosion and Sediment Control Plan Sheet 3	19/09/2016
C1074	C	Erosion and Sediment Control Plan Sheet 4	19/09/2016
C1075	C	Erosion and Sediment Control Plan Sheet 5	19/09/2016
C1076	E	Erosion and Sediment Control Plan Sheet 6	05/05/2017
C1077	E	Erosion and Sediment Control Plan Sheet 7	05/05/2017
C1078	E	Erosion and Sediment Control Plan Sheet 8	05/05/2017
C1079	C	Erosion and Sediment Control Plan Sheet 9	19/09/2016
C1080	C	Erosion and Sediment Control Plan Sheet 10	19/09/2016
C1081	E	Erosion and Sediment Control Plan Sheet 11	05/05/2017
C1082	E	Erosion and Sediment Control Plan Sheet 12	05/05/2017
C1083	E	Erosion and Sediment Control Plan Sheet 13	05/05/2017
C1084	C	Erosion and Sediment Details	19/09/2016
C1091	C	Pavement Plan Sheet 1	19/09/2016

C1092	C	Pavement Plan Sheet 2	19/09/2016
C1093	C	Pavement Plan Sheet 3	19/09/2016
C1094	E	Pavement Plan Sheet 4	05/05/2017
C1095	E	Pavement Plan Sheet 5	05/05/2017
C1201	E	Roadworks Plan Sheet 1	05/05/2017
C1202	E	Roadworks Plan Sheet 2	05/05/2017
C1203	C	Roadworks Plan Sheet 3	19/09/2016
C1204	E	Roadworks Plan Sheet 4	05/05/2017
C1205	C	Roadworks Plan Sheet 5	19/09/2016
C1206	C	Roadworks Plan Sheet 6	19/09/2016
C1207	C	Roadworks Plan Sheet 7	19/09/2016
C1208	C	Roadworks Plan Sheet 8	19/09/2016
C1209	C	Roadworks Plan Sheet 9	19/09/2016
C1210	E	Roadworks Plan Sheet 10	05/05/2017
C1211	E	Roadworks Plan Sheet 11	05/05/2017
C1212	C	Roadworks Plan Sheet 12	19/09/2016
C1213	B	Roadworks Plan Sheet 13	19/09/2016
C1214	B	Roadworks Plan Sheet 14	19/09/2016
C1215	B	Roadworks Plan Sheet 15	19/09/2016
C1216	E	Roadworks Plan Sheet 16	05/05/2017
C1221	E	Road Longitudinal; Sections Sheet 1	05/05/2017
C1222	C	Road Longitudinal; Sections Sheet 2	19/09/2016
C1223	E	Road Longitudinal; Sections Sheet 3	05/05/2017
C1224	C	Road Longitudinal; Sections Sheet 4	19/09/2016
C225	E	Road Longitudinal; Sections Sheet 5	05/05/2017
C1241	C	Bio-Retention Basin A Detail Plan	19/09/2016
C1244	E	Bio-Retention Basin B Detail Plan	05/05/2017
C1247	C	Bio-Retention Basin C Detail Plan	19/09/2016
C1250	C	Bio-Retention Basin D Detail Plan	19/09/2016
C1253	B	Bio-Retention Basin E Detail Plan	19/09/2016
C1261	C	Stormwater Culvert Plan and Sections	19/09/2016
C1301	E	Stormwater Catchment Plan	05/05/2017
C1311	E	Road 07 Sight Distance Plan	05/05/2017
C2000	B	On-Lot General Arrangement Plan	22/06/2017
C2100	B	Building 1A General Arrangement Plan	22/06/2017

C2105	B	Building 1A Siteworks and Stormwater Drainage Plan – Sheet 1	22/06/2017
C2106	B	Building 1A Siteworks and Stormwater Drainage Plan – Sheet 2	22/06/2017
C2107	B	Building 1A Siteworks and Stormwater Drainage Plan – Sheet 3	22/06/2017
C2108	B	Building 1A Siteworks and Stormwater Drainage Plan – Sheet 4	22/06/2017
C2110	B	Building 1A Pavement Plan	22/06/2017
C2200	B	Building 1B General Arrangement Plan	05/05/2017
C2205	B	Building 1B Siteworks and Stormwater Drainage Plan – Sheet 1	05/05/2017
C2206	B	Building 1B Siteworks and Stormwater Drainage Plan – Sheet 2	05/05/2017
C2207	B	Building 1B Siteworks and Stormwater Drainage Plan – Sheet 3	05/05/2017
C2208	B	Building 1B Siteworks and Stormwater Drainage Plan – Sheet 4	05/05/2017
C2210	B	Building 1B Pavement Plan	05/05/2017
C2300	B	Building 1C General Arrangement Plan	05/05/2017
C2305	B	Building 1C Siteworks and Stormwater Drainage Plan – Sheet 1	05/05/2017
C2306	B	Building 1C Siteworks and Stormwater Drainage Plan – Sheet 2	05/05/2017
C2307	B	Building 1C Siteworks and Stormwater Drainage Plan – Sheet 3	05/05/2017
C2308	B	Building 1C Siteworks and Stormwater Drainage Plan – Sheet 4	05/05/2017
C2310	B	Building 1C Pavement Plan	05/05/2017
C2400	B	Building 1D General Arrangement Plan	05/05/2017
C2405	B	Building 1D Siteworks and Stormwater Drainage Plan – Sheet 1	05/05/2017
C2406	B	Building 1D Siteworks and Stormwater Drainage Plan – Sheet 2	05/05/2017
C2407	B	Building 1D Siteworks and Stormwater Drainage Plan – Sheet 3	05/05/2017
C2408	B	Building 1D Siteworks and Stormwater Drainage Plan – Sheet 4	05/05/2017
C2410	B	Building 1D Pavement Plan	05/05/2017
Noise Wall Plans prepared by At&I			
SKC313	P2	Retaining Wall RW05 Plan and Profile Sheet 1	17/01 /2017
SKC314	P2	Retaining Wall RW05 Plan and Profile Sheet 2	17/01/2017
SKC315	P2	Retaining Wall RW05 Plan and Profile Sheet 3	17/01 /2017
Oakdale South Watercourse Realignment Works Plans, prepared by AECOM, Drawing Set 60333552-DWG-WC			
1001	D	Watercourse Realignment Cover Sheet and Drawing Index	22/07/2016
1011	E	Watercourse Realignment Layout Plan Sheet 1	22/07/2016
1012	E	Watercourse Realignment Layout Plan Sheet 2	22/07/2016
1016	D	Watercourse Realignment Aerial Background Plan Sheet 1	22/07/2016
1017	D	Watercourse Realignment Aerial Background Plan Sheet 2	22/07/2016
1021	C	Watercourse Realignment Longitudinal Section	19/05/2016

1022	C	Watercourse Realignment Longitudinal Section - Stub	19/05/2016
1031	C	Watercourse Realignment Cross Sections – Watercourse 1 and Stub	19/05/2016
1036	A	Watercourse Realignment Cross Sections – Watercourse 2	19/05/2015
1037	A	Watercourse Realignment Cross Sections – Watercourse 3 Sheet 2	31/08/2015
1041	C	Watercourse Realignment Rock Riffle Details Sheet 1	19/05/2016
1042	B	Watercourse Realignment Rock Riffle Details Sheet 2	12/05/2016
1043	A	Watercourse Realignment Rock Riffle Details Sheet 3	31/08/2015
1044	C	Watercourse Realignment Large Woody Debris Details	19/05/2016
1051	E	Watercourse Realignment Works Schedule	22/07/2016
1061	D	Watercourse Realignment Site Management Plan	22/07/2016
1070	C	Planting Layout Plan – Sheet 1	22/07/2016
1071	C	Planting Layout Plan – Sheet 2	22/07/2016
1075	B	Planting Schedule – Sheet 1	22/07/2016
1076	C	Planting Schedule – Sheet 2	22/07/2016
1077	B	Planting Schedule – Sheet 3	22/07/2016
1078	A	Planting Schedule – Sheet 4	22/07/2016
1080	A	Planting Details – Sheet 1	12/05/2016
Stormwater Plans prepared by AT&L in the Civil, Stormwater and Infrastructure Services Report at Appendix F of the Modification Report			
C1301	E	Stormwater Catchment Plan	05/05/2017
SKC008	P1	Existing Catchment Plan	25/08/2015
C1003	F	General Arrangement Plan	05/05/2017
TransGrid Easement Drainage Plans prepared by AT&L in Annexure A of the Supplementary RTS dated 18 May 2016			
SKC208	P1	TransGrid Easement Plan Sheet 1	17/05/2016
SKC209	P1	TransGrid Easement Plan Sheet 2	17/05/2016
SKC210	P1	Existing TransGrid Easement Sections	17/05/2016
SKC207	P1	Stormwater Catchment Plan	17/05/2016

3. STRATEGIC JUSTIFICATION

3.1. STRATEGIC ROLE AND CONTEXT

The proposed modification to the approved SSD 6917 for the staged development of the OSE as described in this report as well as the original EIS is justified on strategic, economic and environmental grounds. Key justification for the proposed development includes:

- The proposal as modified will continue to realise outcomes that support the strategic role and objectives of the OSE as part of the WSEA and Broader WSEA.
- The proposal as modified will continue to realise outcomes that align with the future context and role of the WSEA and Broader WSEA as an economic hub for Greater Sydney.
- The proposal as modified will deliver critical infrastructure and services to the WSEA for the benefit of the broader area.
- The proposal as modified will continue to generate significant private sector investment in the area and indirect benefits for productivity of the local economy.
- The proposal as modified will continue to realise the generation of significant employment for the Western Sydney Region.

3.2. SUPPORTING THE FUTURE ROLE AND CONTEXT

The OSE forms part of a strategically significant employment precinct (linked to an existing and proposed regional infrastructure network) that is identified and endorsed in metropolitan and local planning strategies – the WSEA.

The Metropolitan Plan for Sydney (*A Plan for Growing Sydney*) identifies and recognises the strategic significance of the WSEA and surrounding lands to the productivity of the wider Sydney Metropolitan Area and strongly promotes the continued growth of this area into a major economic and employment hub.

The proposed modification to the approved development of the OSE continues to respond to and align with this strategic context and presents a design solution that respects the important role of the WSEA to the broader economy of the Sydney Metropolitan Area (SMA).

3.3. DELIVERY OF INFRASTRUCTURE SERVICES TO THE WSEA

The Western Sydney Region is a critical component of Sydney's growing economy. As population, employment and economic activity continue to migrate west, the role of the region and key employment areas within it will become increasingly significant in terms of contribution to GDP. The evolution of Western Sydney in the context of the Sydney Metropolitan Area has been recognised by the NSW Government in a number of key ways, including a notable shift in policy focus to the west and increasing investment in public infrastructure in the region.

As these critical projects and infrastructure upgrades are delivered, the context of the WSEA both locally and regionally will change dramatically. The area will no longer be a fringe location, isolated from the main activities and functions of Sydney. The WSEA and Broader WSEA will become an economic and employment hub in its own right, a destination and focus for business activity. Density and diversity of development and employment will also increase with a deepening industrial and commercial market in the region as a result of airport related activities and population growth.

The proposed development of the OSE not only aligns with its existing environment and context, but allows scope to adapt to the changes set to occur in the Broader WSEA over the next two decades as the area evolves and expands into a regionally significant employment hub.

The modifications to the development of the OSE will continue to provide facilities and services for new businesses and industries as the WSEA and Broader WSEA grow and evolve, as well as providing opportunities for further growth in the surrounding area, building upon the services and infrastructure delivered as part of the project.

The planned and staged development of the OSE will contribute to securing the steady supply of industrial sites in the WSEA over the coming five to ten years in line with projected demand, minimising the risk to economic productivity as a result of potential supply shortfalls in the Sydney industrial market.

3.4. INVESTMENT AND JOBS FOR WESTERN SYDNEY

A key government priority, evident across a range of portfolios, is the generation of jobs in the Western Sydney region. In relation to land within the WSEA, its rezoning for industrial purposes in 2009 (under the WSEA SEPP) was a clear statement about its employment generating potential and the expectation of the government with regard to its future development. The efficient and effective development of the OSE for employment-related uses is clearly consistent with the key strategic objective of government to support the growth of Western Sydney.

Development of the OSE will attract direct private sector investment in Western Sydney in the form of new and upgraded infrastructure, services and business facilities. In total, the development of the broader Oakdale estate lands will see a \$2 billion investment in infrastructure and development in the WSEA, including \$20 million in the critical OWR upgrade. Further, the Oakdale lands (including the OSE) will generate between 5,000 and 7,000 additional jobs for the Western Sydney region.

3.5. SUMMARY

The proposed modifications will not change the overall intent or general scale of the Concept Proposal and Stage 1 Development for the OSE approved as SSD 6917. The layout and development scheme are substantially the same and do not propose changes that substantially deviate from the originally approved scheme. The modifications are such that the proposal remains consistent with the WSEA SEPP and the desired outcomes for this significant employment precinct. The proposal will continue to ensure the delivery of infrastructure and services in the area that will assist in delivering further investment and employment generation in the WSEA precinct.

4. SECTION 96 OF THE EP&A ACT 1979

Section 96 of the EP&A Act provides a mechanism for the modification of development consents. This section of the Act sets out the statutory requirements and heads of consideration for the assessment of such a modification application, depending on whether the application is made under section 96(1A), 96(1) or 96(2).

4.1. SECTION 96(1A) OF THE EP&A ACT

As is relevant to this application, pursuant to section 96(1A), a consent authority may, subject to and in accordance with the Regulations, modify a development consent if:

- (a) it is satisfied that the proposed modification is of minimal environmental impact, and*
- (b) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and*
- (c) it has notified the application in accordance with:*
 - (i) the regulations, if the regulations so require, or*
 - (ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and*
- (d) it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.*

Subsections (1), (2) and (5) do not apply to such a modification

4.2. MINIMAL ENVIRONMENTAL IMPACT

The proposed modification is for minor changes to the Concept and Stage 1 which do not significantly alter the context, scale, built form or amenity of the approved development. As demonstrated by the accompanying updated consultant information provided within the appendices, the SSDA 6917 as proposed to be modified by MOD 4 will have minimal additional environmental impacts over and above that which has already been assessed as acceptable in the original development application and subsequent modifications.

4.3. SUBSTANTIALLY THE SAME DEVELOPMENT

The proposed modifications (MOD 4) to the Concept and Stage 1 Approval as previously modified by MOD 1 will be substantially the same development as that originally approved in SSD 6917.

From a quantitative and qualitative perspective, the proposed modifications will not substantially alter the approved development for the following reasons:

- The proposal will retain the same use of the OSE as a warehouse and distribution hub, consistent with the aims of the WSEA SEPP;
- In the context of the site's size, the changes to the estate layout and built form are of a minor nature;
- There is only a minor overall decrease in developable area of 0.61ha;
- There will be a reduction in overall building form and buildable GFA within Precinct 1; and
- The level of environmental impact resulting from this section 96 modification application (MOD 4) is minimal and consistent with that approved by way of SSD 6917.

For ease of comparison, **Table 9** sets out the approved development as modified by MOD 1 and the proposed modified development for the Concept Proposal (MOD 4). The table demonstrates that the

development as proposed to be modified for this component of the project remains substantially the same as that originally approved.

Table 9 – Concept Approval and Proposed Modifications

Concept Proposal	Approved Concept Proposal	Approved Concept Proposal as Modified by MOD 1	Proposed Modified Concept Proposal (MOD 4) - (Indication of % change since original consent)	Consistent/ Substantially the same
• General	• Staged development for a regional 'warehousing and distribution' hub.	• Staged development for a regional 'warehousing and distribution' hub.	• Staged development for a regional 'warehousing and distribution' hub.	✓
	• State Significant Development pursuant to SRD SEPP.	• State Significant Development pursuant to SRD SEPP.	• State Significant Development pursuant to SRD SEPP.	✓
	• 1,500-2,000 job	• 1,500-2,000 job	• 1,500-2,000 jobs	✓
	• Total of 395,880m ² of warehousing/ industrial GFA.	• Total of 331,311m ² of warehousing/ industrial GFA.	• Total of 336,735m ² of warehousing/ industrial GFA (-14.94%).	✓ Substantially the same – Reduction in GFA.
• Proposal	• Regional 'warehousing and distribution' hub.	• Regional 'warehousing and distribution' hub.	• Regional 'warehousing and distribution' hub.	✓
	• 24 hours per day, seven days per week operation	• 24 hours per day, seven days per week operation	• 24 hours per day, seven days per week operation.	✓
	• Access via connection to Milner Avenue.	• Access via connection to Milner Avenue.	• Access via connection to Milner Avenue.	✓
	• Indicative lot layout, site levels, concept stormwater drainage and internal road network.	• Indicative lot layout, site levels, concept stormwater drainage and internal road network.	• Indicative lot layout, site levels, concept stormwater drainage and internal road network.	✓
	• Trunk infrastructure and services connections.	• Trunk infrastructure and services connections.	• Trunk infrastructure and services connections.	✓

Concept Proposal	Approved Concept Proposal	Approved Concept Proposal as Modified by MOD 1	Proposed Modified Concept Proposal (MOD 4) - (Indication of % change since original consent)	Consistent/ Substantially the same
Indicative Development Figures	Site Area – 117 ha	Site Area – 117.11ha	Site Area – 117.117 ha – (+0.117ha)	✓
	Developable Area – 70.28 ha	Developable Area – 71.33 ha	Developable Area – 70.89 ha (+0.87%)	✓ Substantially the same
	Non-Developable Area – 35.85 ha	Non-Developable Area – 33.46 ha	Non-Developable Area – 33.46 ha	✓
	Riparian and Biodiversity Offset Area – 34.29 ha	Riparian and Biodiversity Offset Area – 30.26 ha	Riparian and Biodiversity Offset Area – 30.20 ha (-11.9%)	✓ Substantially the same
	Development Precincts – 6	Development Precincts – 6	Development Precincts – 6	✓
	Development Stages – 3	Development Stages – 3	Development Stages – 3	✓
	Warehouse GFA – 376,295m²	Warehouse GFA – 316,596m²	Warehouse GFA – 321,249m² (-14.6%)	✓ Substantially the same
	Office GFA – 19,585m²	Office GFA – 14,715m²	Office GFA – 15,486m² (-24.9%)	✓ Substantially the same
	Building Envelopes – 15	Building Envelopes – 15	Building Envelopes – 15	✓
Planning and Development Controls	Zoned IN1 – General Industry and E2 – Environmental Protection under State Environmental Planning Policy (Western Sydney Employment Area)	Zoned IN1 – General Industry and E2 – Environmental Protection under State Environmental Planning Policy (Western Sydney Employment Area)	No Change	✓

Concept Proposal	Approved Concept Proposal	Approved Concept Proposal as Modified by MOD 1	Proposed Modified Concept Proposal (MOD 4) - (Indication of % change since original consent)	Consistent/ Substantially the same
	2009 (WSEA SEPP).	2009 (WSEA SEPP).		
	• Maximum building height – 15m	• Maximum building height – 15m	• No Change	✓
	• Site Coverage – 65%	• Site Coverage – 65%	• No Change	✓
	• Landscaped setback to regional roads to be average of 10m.	• Landscaped setback to regional roads to be average of 10m.	• No Change	✓
	• Landscaped setback to local roads to be average of 7m.	• Landscaped setback to local roads to be average of 7m.	• No Change	✓
	• Car Parking – 1 space per 300m ² for warehousing, 1 space per 40m ² for office.	• Car Parking – 1 space per 300m ² for warehousing, 1 space per 40m ² for office.	• No Change	✓
• Staging	• Three development stages to be implemented in line with infrastructure delivery and market demand.	• Three development stages to be implemented in line with infrastructure delivery and market demand.	• No Change	✓

Similarly, **Table 10** below sets out the approved development and proposed modified development for the Stage 1 Estate and Precinct works. The table demonstrates that the development as proposed to be modified for this component of the development remains substantially the same as that originally approved.

Table 10 – Stage 1 Works Approval and Proposed Modifications

Stage 1 Works	Stage 1 Works Approved	Approved MO1 Stage 1 Works	Proposed Stage 1 Works Mod 4 (Indication of % change since original consent)	Consistent/ Substantially the same
General	Estate Works across entire OWS including site preparation, fill importation, bulk and detailed earthworks, infrastructure and services.	Estate Works across entire OWS including site preparation, fill importation, bulk and detailed earthworks, infrastructure and services.	Estate Works across entire OWS including site preparation, fill importation, bulk and detailed earthworks, infrastructure and services.	✓
	Construction and use of eight warehouse buildings in Precinct 1, 4 and 5.	Construction and use of five warehouse buildings in Precinct 1.	Construction and use of four warehouse buildings in Precinct 1.	✓
	Total Warehouse GFA – 224,060m²	Total Warehouse GFA – 99,760	Total Warehouse GFA – 88,590 (-60.46%)	✓
	Total Ancillary Office GFA – 13,125m²	Total Ancillary Office GFA – 4,979m²	Total Ancillary Office GFA – 4179m ² (-68.16%)	✓
	Total Stage 1 GFA – 237,185m²	Total Stage 1 GFA – 104,739m²	Total Stage 1 GFA – 92,769m ² (-60.87%)	✓
	Total parking spaces – 1,249	Total parking spaces – 591 (-52.7%)	Total parking spaces – 541 (-56.68%)	✓
Subdivision	Staged subdivision of site alongside infrastructure and services delivery.	Staged subdivision of site alongside infrastructure and services delivery.	Staged subdivision of site alongside infrastructure and services delivery.	✓
	Indicative subdivision layout to include four development lots, four biodiversity offset lots, one Estate Road lot,	Indicative subdivision layout to include eight development lots, three biodiversity offset lots, six Estate Road lots,	Indicative subdivision layout to include eight development lots, three biodiversity offset lots, seven Estate Road lots, one Regional Road lot, five	✓ Substantially the same

Stage 1 Works	Stage 1 Works Approved	Approved MO1 Stage 1 Works	Proposed Stage 1 Works Mod 4 (Indication of % change since original consent)	Consistent/ Substantially the same
	one Regional Road lot, four detention basin lots and one services lot.	one Regional Road lot, five detention basin lots and one Amenities Lot. • Removal of approved services lot.	detention basin lots and one Amenities Lot. • No Change	✓ Substantially the same
• Earthworks	- Bulk and detail earthworks across entire estate including site preparation, fill importation, grading and benching. - Importation of 1,007,000m³ of fill over three stages. - Realignment of Drainage Line 1 (Ropes Creek Tributary) for an extent of 250m to NOW standards.	- Bulk and detail earthworks across entire estate including site preparation, fill importation, grading and benching. - Importation of 932,400m³ of fill over three stages (-7.4%) - Realignment of Drainage Line 1 (Ropes Creek Tributary) for an extent of 410m to NOW standards. - Retention of Riparian Corridor.	Minor change to bulk earthworks within Precinct 1 will decrease in the expected amount of imported fill required (approximately 32,666 m³) resulting from the modified layout in MOD 4.	✓ Substantially the same ✓ Substantially the same ✓ Substantially the same

Stage 1 Works	Stage 1 Works Approved	Approved MO1 Stage 1 Works	Proposed Stage 1 Works Mod 4 (Indication of % change since original consent)	Consistent/ Substantially the same
Precinct 1	Site Area – 18.81ha	Site Area – 18.81ha	Site Area 16.46ha 12.49%	✓
	Five warehouse buildings	Five warehouse buildings	Four warehouse buildings	✓
	Warehouse GFA – 99,000m²	Warehouse GFA – 99,000m²	Warehouse GFA – 88,590m² -10.51%	✓
	Ancillary Office GFA – 5,739m²	Ancillary Office GFA – 5,739m²	Ancillary Office GFA – 4,179m² -27.18%	✓
	Total Precinct 1 GFA – 104,739m²	Total Precinct 1 GFA – 104,739m²	Total Precinct 1 GFA – 92,769m² -11.42%	✓
	Parking – 591 spaces.	Parking – 591 spaces.	Parking – 541 spaces. -8.46%	✓

5. SECTION 79C (1) ASSESSMENT

This section assesses the development as proposed to be modified by MOD 4 against the heads of Section 79C(1) of the Act.

5.1. SECTION 79C (1)(A) PLANNING INSTRUMENTS

The EIS submitted with the original SSDA for the OSE Concept and Stage 1 works proposal addressed the proposal's level of compliance against the relevant planning instruments. The following Sections provide an assessment of the proposed modifications against the relevant EPIs and Local Planning Policies.

5.1.1. State Environmental Planning Policies

The following State Environmental Planning Policies are relevant to the site and have been addressed below:

- State Environmental Planning Policy (State and Regional Development) 2011;
- State Environmental Planning Policy (Western Sydney Employment Area) 2009;
- State Environmental Planning Policy (Infrastructure) 2007; and
- State Environmental Planning Policy No.55 (Remediation of Land).
- State Environmental Planning Policy No.64 – Advertising and Signage.

The proposed modifications to the approval of SSD6917 are such that it is considered there will be no material alteration to the level of compliance achieved with the above EPIs, as shown in **Table 11** below.

Table 11 – Statement of Consistency with Environmental Impacts

Schedule/Clause	Provision	Consistency
SEPP (State and Regional Development)		
Schedule 1	Schedule 1, Group 12 of the SRD SEPP identifies development for the purposes of 'warehouses or distribution centres' to be SSD if it: <i>'has a capital investment value of more than \$50 million for the purpose of warehouse or distribution centres (including container storage facilities) at one location and related to the same operation.'</i> The works comprising Stage 1 of the SSDA for the OSE (incorporating infrastructure and building works) will have a value of approximately \$398,534,000 million.	The proposed modifications to the approval of SSD6917 will remain consistent with this SEPP and is appropriately characterised as SSD.
SEPP (Western Sydney Employment Area) 2009		
Clause 3 – Aims	Aims to protect and enhance the land to which the Policy applies (the Western Sydney Employment Area) for employment purposes.	The proposal continues to seek consent for employment uses consistent with the overarching aim of the WSEA SEPP.

Schedule/Clause	Provision	Consistency
Clause 10 – Land Use Zoning	The OSE is zoned IN1 – General Industry and E2 – Environmental Conservation pursuant to this clause.	No change to existing zoning, all uses are consistent.
Clause 18 – Development Control Plans	Requires that a DCP be in place before consent can be granted for development within the WSEA	A site specific DCP was approved by way of SSD 6917. No changes are proposed to these development controls.
Clause 20 – Ecologically Sustainable Development	The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that the development contains measures designed to minimise: The consumption of potable water, and Greenhouse gas emissions.	No changes are proposed to the ESD measures approved by way of SSD 6917.
Clause 21 – Height of Buildings	The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that: Building heights will not adversely impact on the amenity of adjacent residential areas, and Site topography has been taken into consideration.	No changes are proposed to the maximum height of buildings. Nevertheless, the impact of building height has been assessed as acceptable having regard to the amenity of adjacent residential areas.
Clause 22 – Rainwater Harvesting	The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that adequate arrangements will be made to connect the roof areas of buildings to such rainwater harvesting scheme (if any) as approved by the Director-General.	No changes are proposed to the provisions for rainwater harvesting.
Clause 23 – Development Adjoining Residential Land	This clause applies to any land to which this Policy applies that is within 250 metres of land zoned primarily for residential purposes.	The changes proposed to the building envelopes in the Concept Plan will have an acceptable impact on adjoining residential land.
Clause 24 – Development	The consent authority must not grant consent to the carrying out of development involving the	The proposed modifications to SSD6917 will result in an adjustment to the subdivision boundaries. The revised

Schedule/Clause	Provision	Consistency
Involving Subdivision	subdivision of land unless it has considered the following: The implications of the fragmentation of large lots of land, Whether the subdivision will affect the supply of land for employment purposes, Whether the subdivision will preclude other lots of land to which this Policy applies from having reasonable access to roads and services.	subdivision layout is consistent with these objectives and will enhance the supply of employment land and allow access to services. The staged subdivision will not be impacted by the proposed modifications.
Clause 25 – Public Utility Infrastructure	The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.	Provision of public utility infrastructure will be maintained. These services will continue to be provided within the Estate in a manner consistent with that originally approved.
Clause 26 – Proposed Transport Infrastructure Routes	The consent authority must, before determining any such development application, consider any comments made by the Director-General as to the compatibility of the development to which the application relates with the proposed transport infrastructure route concerned.	No changes are proposed to the provision of transport infrastructure routes as part of this modification application.
Clause 29 – Industrial Release Area	Despite any provision of this Policy, the consent authority must not grant consent to development on land to which this clause applies unless the Director-General has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services (including the Erskine Park Link Road Network) in relation to which this Policy applies.	A current VPA exists for Oakdale Central and the South Estates and sets out the required SIC contributions. The VPA is based on a \$rate/ developable area. The S96 proposes to decrease the Net Developable Area (NDA) by 0.44 ha. With regard to the existing VPA and SIC, formal acknowledgment has been received from the Department of Planning and Environment which states that due to Goodman reaching practical completion of the upgrade of Old Wallgrove Road, Works in Kind (WIK) offset credits

Schedule/Clause	Provision	Consistency
		have been applied to satisfy the monetary obligations for the Erskine Park Interlink, Oakdale South Lot 1, Oakdale South Lot 3 and Oakdale South Lot 4.
Clause 31 – Design Principles	In determining a development application that relates to land to which this Policy applies, the consent authority must take into consideration whether or not: - The development is of a high quality design, and - A variety of materials and external finishes for the external facades are incorporated, and - High quality landscaping is provided, and - The scale and character of the development is compatible with other employment-generating development in the precinct concerned.	The adopted site specific DCP is not being modified. A high-quality landscape will be provided to reflect the modified Estate layout, to a quality consistent with the original approval.
State Environmental Planning Policy (Infrastructure) 2007		
Schedule 3 – Traffic Generating Developments to be referred to the RMS	The <i>Infrastructure SEPP</i> aims to facilitate the effective delivery of infrastructure across the State by providing a consistent planning regime for infrastructure and the provision of services. The SEPP deals with traffic generating development and requires referral and concurrence of the NSW RMS for certain development which is expected to generate significant traffic.	Schedule 3 of the Infrastructure SEPP identifies 'traffic generating development' which must be referred to the RMS for concurrence. The schedule includes development for the purposes of industry incorporating 20,000m² or more of gross floor area (GFA). The SSD as modified by MOD 4 will create 321,249m² of warehousing GFA. The project was referred to the RMS as part of the SSDA process. Subsequent referral may occur as part of this modification application.

Schedule/Clause	Provision	Consistency
State Environmental Planning Policy No. 33 – Hazardous and Offensive Development		
Part 3 – Potentially hazardous or potentially offensive development	SEPP 33 requires the consent authority to consider whether an industrial proposal is a potentially hazardous or a potentially offensive industry. In doing so, the consent authority must give careful consideration to the specific characteristics and circumstances of the development, its location and the way in which the proposed activity is to be carried out. Any application to carry out potentially hazardous development must be supported by a preliminary hazard analysis (PHA)	As previously assessed the overall proposal is not potentially hazardous or potentially offensive development. The proposed development on Site 1B will be for document storage only and is not considered to be hazardous nor offensive. SEPP 33 will be addressed for all future sites not yet developed.
State Environmental Planning Policy No. 55 (Remediation of Land)		
Clause 7- Contamination and remediation to be considered in determining development application	SEPP 55 seeks to provide a State-wide planning approach to the remediation of contaminated land. Clause 7(1)(a) of the SEPP requires that the consent authority, when assessing a development application, consider whether the land is contaminated and whether it is suitable for the proposed use. It also requires that consent authority review a report specifying the findings of a preliminary contamination investigation of the land concerned when considering an application which involves a change of use of the land.	The original ESA findings apply consistently to the proposed modifications. The proposed development does not result in a change of use to the land from that approved under SSDA 6917. Potential contamination and its management has been considered and documented in the original EIS and SSDA. There will be no change to the development pads as approved – as a result there is no change to the contamination status of the soils since completion of the ESA submitted with the original SSDA.
State Environmental Planning Policy No. 64 – Advertising and Signage		
Clause 8 – Granting of Consent for Signage	Under clause 8 of SEPP 64, a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied: (a) <i>that the signage is consistent with the aims/objectives of the Policy, and</i>	Signage proposed as part of the SSDA will comprise a combination of building identification signage specifically for Site 1B (Iron Mountain), way-finding signage and pylon signage.

Schedule/Clause	Provision	Consistency
	(b) <i>that the signage satisfies the assessment criteria specified in Schedule 1 of the SEPP.</i>	Signage details are provided below and in the Signage Details plan OAK MP 11 (K) and OAK 1B DA 25 and 26 (F) provided within the Architectural Plans at Appendix A. Part 2 of SEPP 64 provides that a consent authority must consider the matters in Schedule 1 of the SEPP prior to granting consent to development involving signage. The assessment criteria under Schedule 1 of the SEPP are addressed in Table 12 below.

The proposed signage is compatible with the intended use and signage quality for the area and as such is appropriate for the site and consistent with the requirements of *SEPP 64 - Advertising and Signage*. This is demonstrated in the assessment of the proposed signage against the Schedule 1 Assessment Criteria in **Table 12** below.

Table 12 – SEPP 64 Schedule 1 Assessment Criteria

Criteria	Proposal Compliance
1 Character of the area Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	Yes. The subject site is within an industrial precinct and as such industrial business signage is considered compatible.
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	Yes, it is consistent with outdoor industrial business advertising.
2 Special areas Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	No, the site is suitably removed from sensitive receptors including residential areas, and open space. Signage will be oriented to the Estate roads and site entrance, not towards surrounding open space or residential precincts.
3 Views and vistas Does the proposal obscure or compromise important views?	No, the building on which the signage will be positioned will not obstruct any important views.

Criteria	Proposal Compliance
Does the proposal dominate the skyline and reduce the quality of vistas?	No, the proposed signage will be generally within the proposed building envelope and not dominate the skyline.
Does the proposal respect the viewing rights of other advertisers?	The signage will not obstruct the viewing rights of other advertisers.
4 Streetscape, setting or landscape	
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The proposed signage is appropriate for the setting and the location within an industrial precinct.
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	Yes, the signage is to be used to provide an identity to a building without becoming visually dominant.
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	No existing advertising on the site. The signage layout provides a rational approach to building and business identification on the site.
Does the proposal screen unsightliness?	No, the signage is not proposed as a screen.
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No.
Does the proposal require ongoing vegetation management?	No.
5 Site and building	
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed signage will be of suitable scale and design for the intended purposes. The sizing, location and appearance of the proposed signs have been incorporated into a cohesive design strategy for the site and the overall building structure.
Does the proposal respect important features of the site or building, or both?	The signage will not present as the dominant visual feature of the approved OSE.
6. Associated devices and logos with advertisements and advertising structures	
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	None proposed.

Criteria	Proposal Compliance
7. Illumination	Illumination is proposed to signs S7 and S8 as detailed within the Architectural Plans. The applicant will ensure that the proposed illumination will meet the requirements of the relevant Australian Standards.
8. Safety	
Would the proposal reduce the safety for any public road?	The signage will not be located or positioned to impact the safety of any public road.
Would the proposal reduce the safety for pedestrians or bicyclists?	The signage is not considered to reduce safety for pedestrians or bicyclists.
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public area?	The sign will not cause disruption of any sightlines from public area.

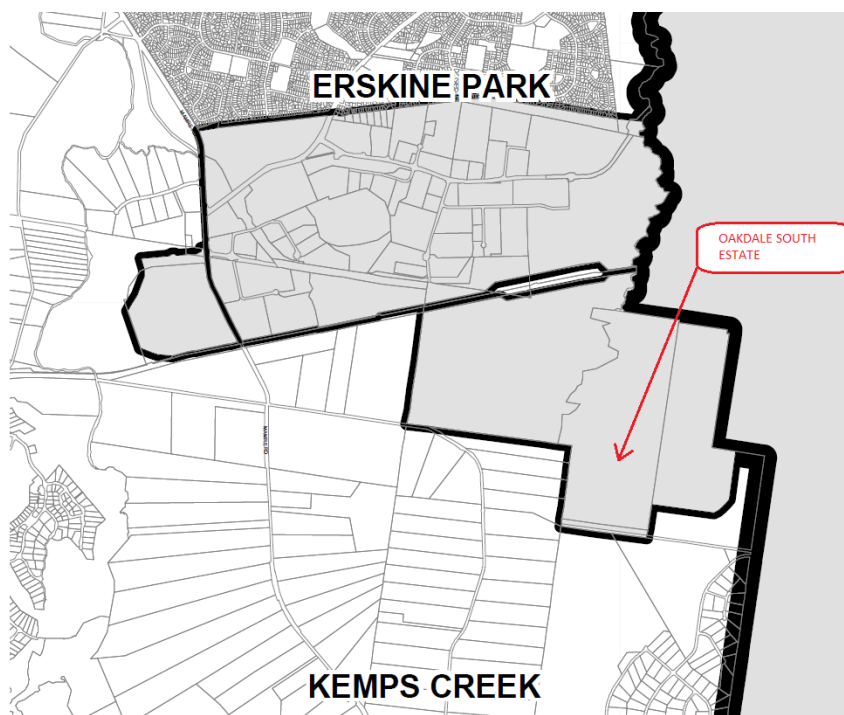
5.1.2. Local Planning Controls

As shown on the Land Application Map accompanying Penrith LEP 2010 at **Figure 7** the Penrith LEP 2010 does not apply to the OSE.

Figure 7 – Penrith LEP Land Application Map Extract (Source: Penrith City Council)

Land Application Map -
Sheet LAP_001

-  LGA Boundary
- LEP Land Application**
-  Included
-  DM Deferred Matter



Clause 8(2) of the WSEA SEPP provides that the SEPP prevails to the extent of any inconsistency with any local environmental plan (LEP) or environmental planning instrument (EPI).

Pursuant to Clause 11 of the SRD SEPP, DCPs do not apply to SSD and as such do not require consideration in the assessment of the proposed development of Development Site 3B of the OSE. A site-specific development control plan was submitted as part of the Concept and Stage 1 SSDA for the OSE. This DCP provided built form controls to guide the future development of the OSE.

These controls were included within Condition B11 of the Development Consent for SSD 6917 which requires that development within the OSE is consistent with the development controls as detailed within **Table 13**.

Table 13 – Site Specific DCP Assessment Table – Condition B11 SSD 6917

Development Aspect	Control	Site 1A	Site 1B	Site 1C	Site 1D
Southern Link Road Setback	20m	✓	✓	N/A	N/A
Internal Estate Road Setback	7.5m	✓	✓	✓	✓
Rear and Side Boundary Setbacks to development adjacent to OSE.	5m	N/A	✓	N/A	✓
Boundary setbacks along the southern property boundary of the OSE.	30m	N/A	N/A	N/A	N/A
Side Boundary within OSE	0m subject to compliance with fire rating requirements	✓	✓	✓	✓
Building Height	15m	13.7 ✓	13.7 ✓	13.7 ✓	13.7 ✓
Minimum Lot Size	5,000m ²	✓	✓	✓	✓
Minimum Frontage	40m. (excluding cul-de-sacs):	✓	✓	✓	✓
	Minimum lot width at building line: 35m	✓	✓	✓	✓
Site Coverage	Maximum site coverage: 65%	51% ✓	57% ✓	59% ✓	57% ✓
Signage	Maximum 1 per elevation of each warehouse building and orientated away	✓	✓	✓	✓

Development Aspect	Control	Site 1A	Site 1B	Site 1C	Site 1D
	from residential areas.				
Landscaping	Minimum 10m landscape setback to eastern boundary	✓	✓	✓	✓

5.2. SECTION 79C (1)(B) LIKELY IMPACT OF THE DEVELOPMENT

The EIS submitted with the original SSDA addressed the likely impacts of the concept proposal and Stage 1 works, including:

- Transport
 - Including: – Regional and Local Transport Infrastructure; Site Access; and Traffic
- Urban Design and Visual
 - Including: – Site Layout and Design; Development Controls; and Visual Impact
- Soils and Water
 - Including: – Water Usage; Soils; Surface Water; Groundwater; Riparian Land; Flooding; Stormwater/WSUD; Water Quality; Earthworks; and Mineral Resources
- Infrastructure
 - Including: – Capacity and Upgrades; and Delivery and Staging
 - Delivery and Staging
- Noise
- Air Quality
- Flora and Fauna
- Indigenous Heritage
- Non-Indigenous Heritage
- Greenhouse Gas and Energy Efficiency
- Waste Management

The technical reports and plans submitted with the original SSDA have been reviewed and updated to address the proposed modifications to both the Concept Proposal and Stage 1 Development. These updated technical studies generally conclude that there are no material changes in impact arising from the proposed modification than those which were considered acceptable as part of the original SSDA assessment.

The key modifications with respect to the relevant likely impacts are discussed in the following sections.

5.2.1. Transport, Traffic and Access

An updated Traffic Impact Assessment (TIA) has been prepared to support the proposed s96(1A) modification application (MOD 4) and is included at Appendix C. The TIA provides an assessment of the traffic generation impacts of the modified Concept Plan on the approved and modified local and sub-regional road network, including the addition of the new Estate Road 07. The TIA also assesses the amended design

of the Precinct 1 layout and built form with respect to traffic generation, car parking, loading and vehicle access arrangements.

The TIA provides a contextual background to the capacity assessment of the approved Stage 1 Concept based on the original GFA. The higher GFA approved in SSD 6917 resulted in a forecast traffic generation of 645 veh/hr during peak periods which informed committed infrastructure and road upgrades that have been completed or substantially progressed.

The TIA reasons that the forecast peak traffic generation for the originally approved SSD Stage 1 Concept is an acceptable traffic generation threshold against which subsequent applications and modifications can be assessed. The Modification Report concurs that this is an acceptable benchmark for traffic generation provided the GFA does not exceed the GFA approved in SSD 6917.

Stage 1 Concept Plan – Impact Assessment

Traffic Generation

The TIA has assessed the traffic generation impacts resulting from the MOD 4 design. Traffic generation has been assessed using the RMS Guide Update Rate which provides a peak hour trip rate of 0.163 veh/hr. This rate is consistent with the methodology adopted for approved SSD 6917 as modified by Mod 1. **Table 14** provides a comparison of the peak hour traffic generation to the previously approved SSD 6917 and MOD 1.

Table 14 – Oakdale South Estate Approved Precinct Peak Hour Generation

Masterplan GFAm ²	Approved/Proposed GFA (m ²)	Peak Hour Traffic Generation (vph)	Variation from Masterplan Approval (vph)
Masterplan Approval	395,880	645	-
MOD 1 Approval	331,311	541	-113
MOD 4 Application	336,735	550	-95

Source: ASON 'Traffic Impact Assessment' 12 May 2017

The proposed modification will result in a peak hour traffic generation (vph) of 550 veh/hr which is below the threshold approved under SSD 6917 of 645 veh/hr. The TIA notes that the 'performance of the future road network within the WSEA will operate satisfactorily' in the context of the traffic generation previously assessed and approved. Accordingly, the proposed MOD 4 will have no additional impacts on the road network over that which was approved in SSD 6917.

Estate Road Alignment and Access

The TIA assesses the implication of the provision of the new Estate Road 07 and the realignment of Estate Road 02 on the wider OSE road network as well as confirming that the roads have been designed in accordance with the relevant requirements and consistent with the previously approved layouts including carriageway widths. It is noted that there is no proposed realignment of Estate Road 01 and as such there will be no impacts to any E2 zoned land.

The TIA supports the proposed amendments and concludes that the changes to Estate Road alignments will have no impact on the operation of key intersections within the wider regional road network. Internal intersection performance will be acceptable based on the peak traffic volumes being below those assessed in SSD 6917.

The plans detail minor modifications to internal access arrangements for Precincts 3, 5 and 6. These changes relate to providing fire tracks around warehouses 3C, 3D, 5A, 6A & 6B. These have been included

for fire safety compliance. The inclusion of the fire tracks has necessitated a minor change to GFA for these precincts.

Stage 1 Precinct Development – Impact Assessment

Car Parking

The TIA concurs that the car parking for the modified layouts and built form within Precinct 1 has been provided in accordance with the rates specified in Condition C5 of Consent SSD 6917, being:

- 1 space per 300m² of warehouse GFA; and
- 1 space per 40m² of office GFA.

As detailed in the following table, the number of spaces provided exceeds the minimum requirements according to the car parking rates within the consent.

Table 15 – Parking Requirements

Building	Land Use	Area	Requirement	Provided
1A	Warehouse	12,130	41	61
	Office	800	20	
	Total	12,930	61	
1B	Warehouse	19,000	63	91
	Office	535	13	
	Total	19,535	76	
1C	Warehouse	27,640	92	185
	Office	1,776	45	
	Total	29,416	136	
1D	Warehouse	29,500	98	204
	Office	1,923	48	
	Total	31,423	146	

Source: ASON 'Traffic Impact Assessment' 12 May 2017

The TIA has assessed that accessible parking has been provided in accordance with the required rate (2 spaces per 100 car spaces) based on a total of 526 which results in a provision of 12 accessible spaces. This provision is considered acceptable.

Traffic Generation

The reduction in GFA within Precinct 1 will reduce the overall traffic generation. The TIA provides a comparison of the traffic generation with the previously approved Precinct 1 and finds that the traffic generation is expected to reduce by approximately 19 veh/hr. The TIA also concludes that the new access arrangements from Estate Roads 02 and 07 will result in traffic volumes being better distributed throughout the internal estate roads and reduce volumes at the intersection of Estate Road 01 and Estate Road 02.

Access and Design

The TIA has provided an assessment of internal configurations of all development sites within Precinct 1 and concludes that the internal configurations have been designed in accordance with the relevant Australian Standards (AS2890.1, AS2890.2 and AS2890.6) with any inconsistency capable of being addressed at Construction Certificate Stage. It is specifically noted that for Site 1A, the car park and truck access have been co-located due to existing level constraints. The car park entrances to Units 1C and 2A have also been updated to provide for staggering by approximately 20m, to enhance safety in response to DP&E concerns.

Mitigation Measures

No additional mitigation measures are proposed in addition to those which were approved as part of the SSD 6917 as modified by MOD 1. Nevertheless, in line with the SSDA submitted on Sites 3A and 3B it is recommended that a Sustainable Travel Plan (STP) is prepared and included in any operational management plan for the Precinct 1 warehouse buildings. This will detail a package of measures by which to promote alternative travel choices and reduce private vehicle usage of employees commuting to the Site

Conclusion

The TIA concludes that the proposed Modifications within MOD 4 are minor and result in only minor increase in traffic generation over the approved MOD 1 however is well below the generation approved in SSD 6917. It is considered that a STP is a suitable mitigation measure to promote alternative travel choices and reduce private vehicle usage of employees commuting to the Site.

5.2.2. Noise

Noise

SLR have assessed the potential for noise impacts resulting from the modifications in MOD 4 against the operation noise limits required by Condition B18 of Development Consent SSD 6917. These impacts have been compared with those impacts identified and assessed under SSD 6917 as amended. This noise impact assessment (NIA) is included at Appendix D.

Operational Noise Impacts

The NIA has predicted operational noise levels for the revised MOD 4 masterplan design. The assessment included the approved noise barriers in the modelling which was also updated to reflect the specific design changes proposed by MOD 4 including changes to the ground topography, buildings and roads within Precincts 1 and 2. As per the previous NIA for MOD 1, the predicted operational noise levels were modelled under both neutral and adverse weather conditions. The noise modelling is included at **Figure 8**

Figure 8 – Predicted Operational Noise Levels – MOD 4 Design

Table 2 Predicted Operational Noise Levels – MOD4 Masterplan Design

Sensitive Receiver Area	Noise Limits (dBA)				Approved Development (MOD1) Predicted Noise Levels (dBA) – Most-Affected Receiver				MOD4 Masterplan Design Predicted Noise Levels (dBA) – Most-Affected Receiver			
	LAeq(15minute)		LA1(1minute)		LAeq(15minute)		LA1(1minute)		LAeq(15minute)		LA1(1minute)	
	Day	Eve	Night	Night	All Periods		Night		All Periods		Night	
					Neutral Weather	Adverse Weather	Neutral Weather	Adverse Weather	Neutral Weather	Adverse Weather	Neutral Weather	Adverse Weather
L1 Erskine Park Residential	37	37	37	47	<30	35	30	37	<30	35	30	37
L2 Horsley Park Residential	39	39	39	49	<30	36	31	38	<30	36	31	38
L3 Proposed Jacfin Residential	40	40	40	48	38	40	46	48	38	40	46	48
L3 Proposed Capitol Hill Residential	40	40	40	48	39	40	44	46	39	40	44	46
L3 Mount Vernon Residential	40	40	40	48	<30	36	31	38	<30	36	31	38
L3 Kemps Creek Residential	40	40	40	48	31	38	33	40	31	38	33	40
L3 Emmaus Village Residential	40	40	40	48	<30	35	30	37	<30	35	30	37

Note 1: Applicable parameters for adverse weather are outlined in the INP, ie 3 m/s source to receiver wind during the daytime and evening periods, and F class temperature inversion with 2 m/s source to receiver drainage flow during the night-time period.

The operational noise levels of the MOD4 Masterplan Design are predicted to be below the residential noise limits at all identified residential receivers under both neutral and adverse weather conditions. The NIA identified that the modified layout for precincts 1 and 2 will result in a negligible change to the overall noise impacts to all residential receivers which were assessed and approved in MOD 1.

Conclusion

The predicted operational noise impacts of the MOD4 Masterplan design are consistent with those of the approved development (MOD1). No additional mitigation measures are proposed beyond those measures already approved by SSD 6917 as modified by MOD 1. It is therefore recommended that all previous mitigation measures approved in SSD 6917 and MOD 1 be carried forward to the subject MOD 4 design.

5.2.3. Air Quality

An addendum letter to the original Air Quality Impact Assessments (AQIA) prepared by SLR in 2015 and 2016 is submitted with this Modification Report (refer **Appendix E**). This letter assesses the need for a revision to the full AQIA due to the proposed revision to the layout of Precinct 1 of the OSE.

The previous AQIAs concluded that the air emissions from the proposed operational activities (vehicle movements) at the OSE will comply with all relevant OEH ambient air quality criteria at all representative sensitive receptors.

The proposed addition of Estate Road 07 within Precinct 1 will not affect the total estimated traffic volumes (vehicles per day) at the OSE, hence the estimated emission of air pollutants from the OSE will not change. The distribution of emission sources within Precinct 1 will change very slightly with a small proportion of the emissions now occurring from Estate Road 07, however this would not be expected to have any impact on the predicted cumulative off-site concentrations.

As the total impacts are unlikely to change from those predicted in the original AQIA, and as these predicted concentrations are well below guideline levels, it is therefore concluded that a full revision of the original AQIA is not required to address the proposed changes to the Precinct 1 layout. Further, the original mitigation measures remain valid and no further measures are proposed.

5.2.4. Urban Design and Visual

Site layout and design

The planning for Oakdale South is arranged along the central estate road that runs from north to south through the site. The road and proposed building allotments are governed by a number of key site features and constraints which influence the site and define optimal building locations. Ropes Creek is the major site feature influencing the planning, as it winds through the site, providing an attractive landscape feature as well as demarcating development sites to the eastern side of the creek.

The proposed modifications continue to address the key master planning principles as provided in the Urban Design Report approved under SSD 6917, being to:

1. Provide flexible large scale development lots to suit a range of users – Analysis of alternative options was undertaken as part of the original SSD. This modification provides further refinement to reflect operational needs.
2. Integrate with the regional road network – The proposal will integrate with the broader road network.
3. Preserve & rehabilitate environmentally sensitive areas – The location and overall quantum remains consistent.
4. Provide a high quality built form integrated with the landscape design - Future built form will be of high quality.
5. Maximise functional use of the land for employment generation – Lot design maximises the use and operation as per operator requirements.

The proposed development controls and numerical controls do not change as a result of the proposed modifications.

The proposal remains consistent with the masterplanning, architectural and landscaping principles as per the approved SSD.

Visual

Visual impacts of the proposal remain consistent with the scheme approved by the original SSD 6917 and MOD 1. The proposed Mitigation measures remain consistent with the scheme approved by the original SSD 6917 and MOD 1.

Specific operational requirements for other sites have necessitated the loading dock and hardstand area for Site 1A being orientated towards Estate Road 01. Whilst it is noted that both DP&E and Penrith Council has a preference for these areas to be orientated away from the road network to maintain a high level of visual amenity, the proposed layout for Site 1A is considered acceptable for the following reasons:

- The size of the building pad for Site 1A has been significantly reduced from 4.04ha to 2.52ha due to the operational layouts required for tenants on other sites within Precinct 1. The reduction in size and curved boundary to the Southern Link Road significantly constrains the land available to construct an operationally viable warehouse with sufficient storage and loading dock/hardstand areas whilst complying with the prescribed setbacks.
- A large portion of the building pad for Site 1A is elevated above Estate Road 01. This will significantly reduce the visual impact of the loading docks and hardstand areas when viewed from the surrounding public domain when approaching from the north along Estate Road 01 (refer Figure 9 and Figure 10).
- As detailed in the revised landscape package, additional landscape screening has been incorporated into the Estate Road 01 setback and within Site 1A. This landscape screening increases towards the intersection with Estate Road 02 and provides additional visual screening to the loading dock areas.
- The increased landscaping further improves the overall amenity of the streetscape public domain which is a positive urban design outcome.

- Building 1A is significantly setback from Estate Road 01. The setback distance reduces the apparent bulk and scale of the building as viewed from Estate Road 01. Orienting the warehouse or offices closer to the Estate Roads would increase the apparent building mass and height due to the significant level differences which would otherwise occur were the building to be located adjacent to the road frontage, particularly given the raised pad level. The raised pad would also significantly exaggerate the appearance of building height, which may appear overwhelming from the street perspective.
- There is no change to the building heights approved by MOD 2. As such the visual impact of the proposal has been suitably assessed and mitigated.
- The proposed water tanks/pump room for Site 1A will be screened from the proposed Southern Link Road as detailed in the accompanying Architectural Plans.
- Estate signage details and specifications are provided on plan MP 11(K) at **Appendix A**. The plans provide details of the sign dimensions, design and location. Signage details for Sites 1A, 1C and 1D will be determined once specific operators have been confirmed. As per Condition E68 of SSD 6917 prior to the installation of signage on each warehouse building, detailed plans of the facade signage and elevations of each warehouse building will be provided to the satisfaction of the Secretary, demonstrating the signage complies with the requirements of Condition B13
- The signage dimensions and details for Site 1B, Iron Mountain, are included on the elevation plans for this building at **Appendix A**.

Figure 9 – Landscape Plan

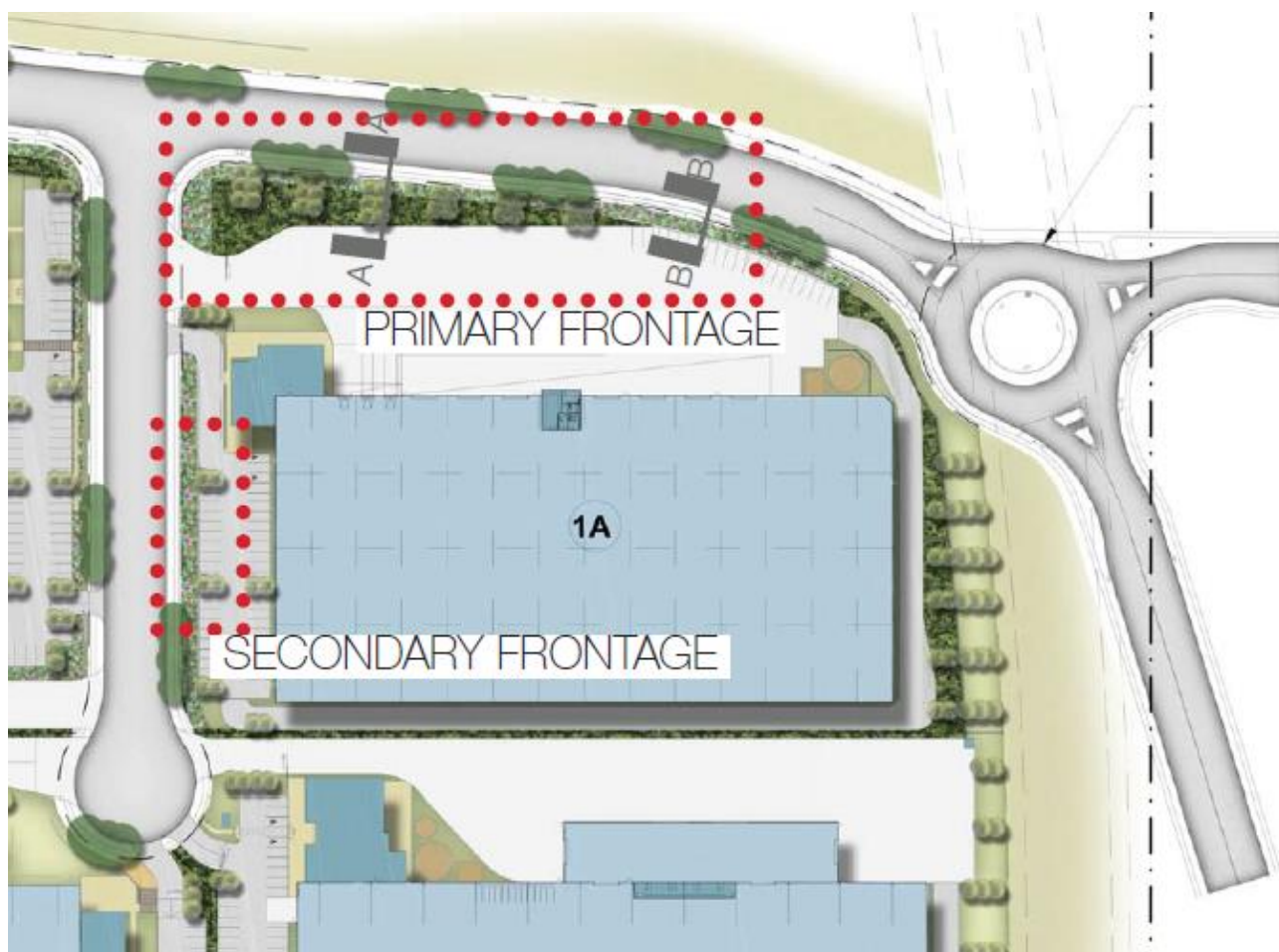
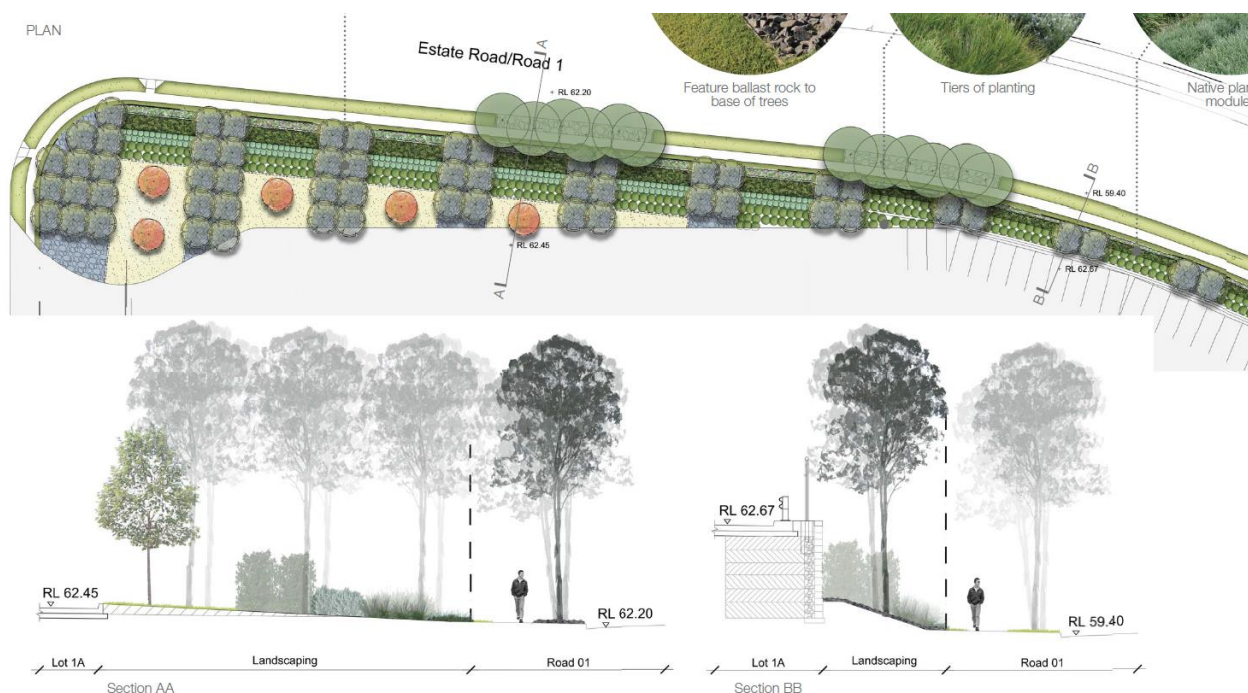


Figure 10 – Landscape Sections – Site 1A Interface with Estate Road 01



Notwithstanding the specific operational requirements for Precinct 1, the proposed layout with both the setback and landscape screening to Estate Road 01 is a preferable urban design outcome in this circumstance.

5.2.5. Other Relevant Impacts

Other relevant impacts have been assessed with respect to the proposed modifications. These have been generally assessed to have no further impact. Where this is not the case further detail has been provided above. **Table 16** below summarises these relevant issues and impacts.

Table 16 – Other Issues and Potential Impacts

Issue	Impact of Proposed Modification	Further Discussion
Urban Design and Visual		
Street Lighting	DP&E have requested details of street lighting including locations. Street lighting was not included in the Concept or MOD 1 approved plans and this level of detail is not proposed to be included in the amended MOD4 plans.	Lighting details will be confirmed prior to issue of a Construction Certificate.
Development Controls	No changes are proposed to the adopted site specific DCP	No additional impact identified.
Soils and Water		
Water Usage	The Civil Report has provided an updated assessment of the potable water demand has been carried out for the revised MOD 4.	No additional impact identified. No further mitigation

Issue	Impact of Proposed Modification	Further Discussion
	The report identifies a non-potable target of 80% reduction which can be achieved by the proposed rainwater tanks which is consistent with the recently updated Penrith City Council Water Management guidelines. Refer to updated Civil Report and Drawings at Appendix F & Appendix G	measures required.
Soils, Surface Water Groundwater Riparian Land Flooding	These impacts are considered to have been addressed in SSD 6917 as modified by MOD 1. The relevant approved mitigation measures remain applicable to MOD 4. In terms of groundwater, a soil salinity and aggressivity investigation was previously undertaken by PSM for SSD 6917 (Refer to Report PSM1541-112L dated 9th July 2015). The creek re-alignment remains consistent with the SSD 6917 MOD 1 report. All flood modelling and results will be consistent with SSD 6917 MOD 1 flood report.	No additional impact identified. No further mitigation measures required.
Stormwater/OSD	An updated Civil Report has provided an amended stormwater management assessment that has been carried out for the revised MOD 4. The Civil Report identifies that the water quantity & quality targets remain the same as that of the original SSD and MOD 1 approval. Updated DRAINS and MUSIC modelling outputs have been included within the Civil Report to demonstrate the stormwater design will achieve the water quantity and quality targets of the approved SSDA as modified by Mod 1. In response to the DP&E's request, the hardstand areas for Precinct 1 are as follows: Site 1A – 6,755m² Site 1B – 6,317m² Site 1C – 14,120m² Site 1D – 14,939m² Refer to Civil, Stormwater and Infrastructure Service Report submitted at Appendix F for further detail.	No additional impact identified. No further mitigation measures required.

Issue	Impact of Proposed Modification	Further Discussion
Water Quality	The Civil Report has confirmed that all sediment and erosion control measures will be consistent with the SSD 6917 MOD 1 approval.	No additional impact identified. No further mitigation measures
Earthworks	The Civil Report and revised civil plans provides a detailed description of the revised earthworks including a revised cut and fill balance. The report details a slight decrease in the expected amount of imported fill required (approximately 32,666 m³) resulting from the modified layout in MOD 4. This decrease will consequently reduce the project duration and volume of construction traffic. The import of material will be classified as either Virgin Excavated Natural Material (VENM) or Excavated Natural Material (ENM) or as specified by in the Geotechnical Engineering Specification for the project. The Civil Report specifically states that there will be no changes to the retaining walls.	No additional impact identified. No further mitigation measures required.
Indigenous and Non-Indigenous Heritage	A former heritage site is located within Precinct 1. An initial excavation summary report has been provided by Artefact and is included at Error! Reference source not found.. The historical archaeological investigations were conducted under the approved SSD application (SSD 6917) to meet consent conditions E30 to E33. Artefact Heritage undertook archaeological monitoring and excavation in November and December 2016. Significant archaeological remains associated with the nineteenth century occupation and farming of the site were identified, investigated and recorded. The preliminary results letter will be submitted to Heritage Division for their records and comment. A final excavation report will be prepared and submitted to the relevant authorities to fulfil the historical archaeological conditions of consent. The approved mitigation measures as per SSD 6917 remain appropriate.	Letter to be submitted to OEH and detailed excavation report prepared and submitted to relevant authorities.

Issue	Impact of Proposed Modification	Further Discussion
Greenhouse Gas and Energy Efficiency	The Energy Efficiency Report has been updated to reflect the proposed modifications. Refer to Appendix I . The proposed modification has been assessed to maintain a reduction of more than 30% greenhouse gas emissions.	No additional impact identified. No further mitigation measures.
Fire Safety	A Fire Safety Strategy (refer Appendix J) has been prepared for Sites 1A, 1B, 1C and 1D to outline the fire engineering principles that will be utilised in ensuring that the prescriptive Deemed-to-Satisfy (DTS) non-compliances noted in the Building Code of Australia (BCA) report are resolved to conform to the building regulations.	Ensure updated Fire Safety Strategy is included in updated mitigation measures.
Bushfire Protection	An addendum letter to the Bushfire Protection Report has been provided at Appendix K . The letter confirms that the proposed modifications comply with the provision of bushfire protection measures as recommended in the original Bushfire Protection Assessment Report.	No additional impact identified. No further mitigation measures required.
Waste Management	There are no additional impacts resulting from proposed modifications. The revised Waste Management Plan (refer Appendix L.) provides the following waste volumes. Construction Waste - The total construction waste generated has marginally increased and is estimated at 136,832m³. - It remains true that it is estimated that more than 70% of the predicted construction waste could be re-used (on-site or at another development) or recycled off-site. Operational Waste - The total operational waste estimates at full OSE development have significantly reduced from the original approved SSDA as well as since MOD 1. These are now estimated to be: 479,859 L/wk waste 478,515 L/wk recycling	No additional impact identified. No further mitigation measures required.

Issue	Impact of Proposed Modification	Further Discussion
BCA	DP&E have requested details of emergency services access to the site and internal routes.	An emergency services circulation mark-up is provided in the BCA report at Appendix H .

5.2.6. Summary of Impacts and Proposed Mitigation Measures

The mitigation measures approved for SSD 6917 and as modified by MOD 1 are considered to remain applicable to MOD 4 where relevant. **Table 17** outlines the identified additional mitigation measures required to ensure an acceptable level of environmental impact resulting from the proposed modification. Adoption of these mitigation measures will ensure that the level of environmental impact resulting from the proposed modification is equivalent to that approved under the SSDA 6917 as modified by MOD 1.

Table 17 – Proposed Mitigation Measures

Issue	Potential Impact	Mitigation/Management Recommendation	Stage of Development
Transport, Traffic and Access	Increased private vehicle use to Precinct 1	Implement a Sustainable Travel Plan (STP) which provides package of measures by which to promote alternative travel choices and reduce private vehicle usage of employees commuting to the Site	Operation
Fire Safety	Development of buildings within Precinct 1 do not meet the requirements of the BCA in relation to Fire Safety	Adopt the updated <i>Fire Safety Strategy Lot 1A, 1B, 1C and 1D for Oakdale South Industrial Estate, Horsley Park</i> prepared by Core Engineering Group and dated 04 May 2017 Report No. 20191_FSS_07	Design, Construction through to Operation.

5.3. SECTION 79C (1)(C) SITE SUITABILITY

As demonstrated within this report and the original EIS prepared by Urban Advisory Services in respect to the approved SSD 6917, the proposed development as modified is expected to provide positive employment impacts both locally and in the broader economy. It is envisaged that the proposal will provide between 1,500 and 2,000 jobs.

The site is located within the Western Sydney Employment Area and aligns with the desired future land use outcomes for this area, particularly in promoting economic development for major warehousing and distribution uses in an industrial setting with access to the road network connecting to the broader metropolitan area.

The site is suitable for the proposed development as it provides the following:

- Outcomes that support the strategic role and objectives of the OSE as part of the WSEA and Broader WSEA.
- Outcomes that align with the future context and role of the WSEA and Broader WSEA as an economic hub for Greater Sydney.
- The delivery of critical infrastructure and services to the WSEA for the benefit of the broader area.
- Significant private sector investment in the area and indirect benefits for productivity of the local economy.
- Generation of significant employment for the Western Sydney Region.

The proposal as proposed to be modified will continue to accord with the relevant State objectives and provisions.

5.4. SECTION 79C (1)(D) SUBMISSIONS RECEIVED

Submissions received are required to be considered under Section 79C of the *Environmental Planning and Assessment Act 1979*. Any submissions received will be responded to accordingly in a timely manner.

5.5. SECTION 79C (1)(E) THE PUBLIC INTEREST

The proposal has been assessed against the current planning framework for the site and is consistent with the objectives of the Western Sydney Employment Area. The assessment has demonstrated that no significant adverse impacts will result to the surrounding area. The proposal is in the public interest.

6. CONCLUSION

This section 96(1A) application seeks consent for modifications to the Concept Plan and Stage 1 works approved in SSDA 6917 as previously modified by MOD1 for the Staged Development of the Oakdale South Estate. The proposal continues to support the delivery of the estate and essential infrastructure and services.

These key issues relevant to the proposed modifications have been assessed within the Modification Report and amended specialist sub-consultant reports submitted with this application.

A review of all other relevant impacts identified within the original SSDA and subsequent MOD 1 approval was also undertaken to ensure that no increased impacts would result from the proposed modifications. Where relevant, proposed mitigation measures have either been recommended or updated and have been incorporated into the measures identified in the approved SSDA to ensure all potential environmental impacts are appropriately managed throughout the construction and operation of the OSE.

The proposed modification to the approved Concept Proposal and Stage 1 Development of the OSE has been considered and assessed in accordance with the requirements of the *EP&A Act 1979*. The Modification Report has assessed the relevant matters prescribed under this Act and its Regulation, and those matters identified in the SEARs for the proposal.

The modifications align with the strategic direction and objectives established for the site and surrounding lands under the WSEA SEPP. The modification has been assessed as being of minimal environmental impact and substantially the same as the original approved SSDA as required under section 96(1A) of the *EP&A Act 1979*.

Based upon a balanced review of key issues and in consideration of the benefits and residual impacts of the proposal, the staged development of the OSE as proposed under the approved SSDA and this modification, is considered justified and warrants approval subject to the implementation of the management and mitigation measures described in this report and nominated supporting documents.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A ARCHITECTURAL PLANS

APPENDIX B

LANDSCAPE CONCEPT PLANS

APPENDIX C

TRAFFIC IMPACT ASSESSMENT

APPENDIX D

OPERATIONAL NOISE IMPACT ASSESSMENT

APPENDIX E AIR QUALITY ASSESSMENT ADDENDUM

APPENDIX F

CIVIL INFRASTRUCTURE REPORT

APPENDIX G CIVIL DRAWINGS

APPENDIX H BCA REPORT

APPENDIX I ENERGY EFFICIENCY REPORT

APPENDIX J

FIRE SAFETY STRATEGY

APPENDIX K BUSHFIRE PROTECTION ADDENDUM LETTER

APPENDIX L WASTE MANAGEMENT PLAN

APPENDIX M

QUANTITY SURVEYOR REPORT

APPENDIX N

SIC CONTRIBUTION LETTER (VPA)



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