ENVIRONMENTAL IMPACT STATEMENT

SITE 3B OAKDALE SOUTH ESTATE

TOYOTA SPARE PARTS WAREHOUSE AND DISTRIBUTION CENTRE

SSD - 16-7663

PREPARED FOR GOODMAN

4 NOVEMBER 2016

URBIS

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	David Hoy
Associate Director	Jacqueline Parker
Consultant	Christophe Charkos
Project Code	SA6265
Report Number	SA6265_EIS_Toyota_Final_v3

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STATEMENT OF VALIDITY

This Environmental Impact Statement has been prepared in accordance with Schedule 6 of the Environmental Planning and Assessment Regulation 2000.

Environmental Impact Statement Prepared by:	
Names	Jacqueline Parker (Associate Director) Christophe Charkos (Consultant)
Address:	Urbis Pty Ltd Level 23, Tower 2 A 201 Sussex Street Sydney NSW 2000
In respect of:	Site 3B Oakdale South Estate (SSD 7663)

I certify that the contents of the Environmental Impact Statement to the best of my knowledge, has been prepared as follows:

- In accordance with Schedule 2 of the Environmental Planning and Assessment Regulations 2000;
- In accordance with the requirements of the Environmental Planning and Assessment Regulations 2000; and State Environmental Planning Policy (State and Regional Development) 2011;
- The statement contains all available information that is relevant to the environmental assessment of the proposed development; and
- To the best of my knowledge the information contained in this report is neither false nor misleading.

Name	**Signature**	**Date**
Jacqueline Parker, Associate Director M/ Urban Development and Design, University of New South Wales B/Planning (Hons 1) University of New South Wales		4 November 2016
Christophe Charkos Consultant B/Town Planning , University of New South Wales		4 November 2016

Applicant's and Land Details

Applicant:	Goodman Property Services (Aust) Pty Ltd
Applicant Address:	Level 17, 60 Castlereagh Street Sydney NSW 2000
Land to be Redeveloped	Site 3B Oakdale South Estate
Lot and DP	Lot 12 DP 1178389 Lot 87 DP 752041
Project Name	Toyota Spare Parts Warehouse and Distribution Centre
Project Description	SSDA for construction, fit out and use of a warehouse and distribution facility within Precinct 3, on Development Site 3B which is to be used for the storage and distribution of spare parts for motor vehicles operated by Toyota.

EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared by Urbis on behalf of the Proponent, Goodman Property Services (Australia) (Goodman). The EIS is submitted to the New South Wales Department of Planning and Environment (DP&E) in support of a state significant development application for the development of Site 3B within the Oakdale South Estate (OSE). The proposal is for the construction, fit out and use of a warehouse and distribution facility to be used for the storage and distribution of spare parts for motor vehicles operated by Toyota.

A request for Secretary's Environmental Assessment Requirements (SEARs) was submitted to the DP&E on the 13 May 2016. SEARs were subsequently provided by the DP&E on the 29 June 2016.

This EIS describes the site and proposed development, provides relevant background information, and assesses the development against relevant legislation, environmental planning instruments, and planning policies, and the SEARs issued.

The proposed development has been informed by specialist technical studies. These studies have provided a detailed assessment of the potential environmental impacts and have provided recommendations to mitigate any potential impacts on the site and surrounding environment.

Stage 1 Consent

SSDA 6917 was approved on 26 October 2016 setting the framework for development of the OSE. The environmental matters relating to the overall development of the OSE and the establishment of road layouts, bulk earthworks, site levels (including development pad 3B), subdivision, vegetation clearing, archaeological site clearing and infrastructure delivery have been addressed in the EIS for the approved Concept and Stage 1 Approval SSD 6917for Site 3B and are as such covered by the Stage 1 Consent.

Estate works are excluded from this application except where required by the SEARs, Stage 1 consent conditions or in light of operational works on Site 3B.

Section 96 to Concept and Stage 1 Approval SSDA 6917

A section 96 modification application to SSDA 6917 is currently under assessment by the DP&E for revisions to the approved master plan in the southern portion of the estate. It is noted the orientation and layout of the proposed Toyota SSDA site is that reflected in the section 96 application.

Development Site 3B

The proposed Toyota facility will be located on Development Site 3B within Precinct 3 as detailed on the approved site layout as proposed to be modified. The subject site is bound by Estate Road 01 to the east, Site 3C and the Transgrid transmission easement to the south, Estate Road 4 to the north and Development Site 3D to the west. Development Site 3B has an area of 6.42 hectares with access provided via from Estate Road 1 and Estate Road 4.

Project overview

The proposed warehouse and distribution facility to be operated by Toyota will comprise the following:

- A warehouse building;
- Loading docks, and hardstand areas to the west of the warehouse building;
- Awning over the hardstand area;
- One hundred and fifty nine (159) car parking spaces located in the north eastern part of the site with separate entry and exit points off Estate Road 04 and Estate Road 1;
- A separate truck entry/exit point from Estate Road 04 and Estate Road 1;
- On-lot stormwater, infrastructure, fire services and pump room;
- Landscaping works; and
- Signage.

Assessment

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)*.

The majority of environmental site constraints and impact management were addressed in the EIS for the approved Stage 1 SSDA for the OSE. As such, only those matters identified in the SEARs for Site 3B have been identified as requiring further discussion and assessment within this EIS as part of the broader Stage 1 Consent framework. These matters include:

- Car parking provision and traffic generation (both construction and operational).
- Urban Design and Visual Impact.
- Construction and operational noise and vibration.
- Soils and Water.
- Air Quality.
- Waste Management.
- Infrastructure and Services.
- Heritage (Indigenous and Non-Indigenous).
- Sustainability Management.
- Contributions.
- Building Code of Australia.
- Fire Safety.

The assessment of the proposal has not identified any significant environmental, social or economic impacts which cannot be appropriately mitigated or managed.

Consultation

Consultation was undertaken with a range of State authorities, service providers and members of the community during the preparation and assessment of the EIS for the Stage 1 Concept SSDA.

The following agencies have also been consulted as required by the SEARs.

- Penrith City Council,
- NSW Heritage Council;
- Department of Primary Industries;
- Department of Industry – Resources and Energy;
- Transport for NSW;
- Sydney Water;
- WaterNSW;
- TransGrid; and
- Surrounding local residents and stakeholders.

There were no significant issues raised during the pre-consultation that necessitated any amendments to the subject proposal. All matters were considered to have been adequately addressed within the EIS or in the accompanying consultant reports and plans within the **Appendices**.

Conclusion

The findings of this EIS and the appended technical reports have concluded the proposal can be accommodated without generating impacts over and above that considered appropriate by the relevant legislation or environmental capacity as assessed within the Concept and Stage 1 SSDA 6917.

Moreover, a positive assessment and determination of the project should prevail given:

- 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 relationship between the site and surrounding sites will be improved with the proposed setback and site landscaping.
- 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.
- It has been demonstrated that the proposed works will result in minimal environmental impacts, all of which can be 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 proposal subject to the mitigation measures outlined in this report and accompanying technical studies being appropriately implemented.

1. INTRODUCTION

This EIS has been prepared by Urbis on behalf of the applicant, Goodman Property Services (Aust) Pty Ltd (Goodman), and is submitted to the New South Wales Department of Planning and Environment (DP&E) in support of the development of Site 3B within Precinct 3 of the Oakdale South Estate (OSE).

The OSE is a 117ha site located within the Western Sydney Employment Area (WSEA) and is the second of four stages of the broader 'Oakdale Estate' under the Goodman and Brickworks joint venture.

This application seeks approval for the construction, fit out and use of a warehouse and distribution facility within Precinct 3 of the OSE. The facility will be used for the storage and distribution of spare parts for motor vehicles and operated by Toyota. Once completed the development primary facility for its NSW operations with the closure of its existing facility at Woolooware Bay.

Schedule 1 item 12 of State Environmental Policy (State and Regional Development) 2011 identifies Warehouses and Distribution Centres with a capital investment value over $50m as State Significant Development (SSD) under the SEPP framework.

According to the capital investment report prepared by Muller Partnership the proposed development will have a value of approximately $57,606,000. The proposal comprises a stage of the SSD for the entire OSE, approved in October 2016 – SSD 6917. The project is therefore appropriately characterised as SSD and accordingly approval is sought under section 89D of the EP&A Act.

The Minister for Planning is the consent authority. A request for Secretary's Environmental Assessment Requirements (SEARs) under section 89E of the EP&A Act 1979 was submitted to the DP&E on 13 May 2016. SEARs for SSD 7663 were provided by the DP&E on the 29 June 2016. The SEARs are listed in **Section 2.2** along with a document reference indicating where the requirement has been addressed within the EIS. The full set of SEARS is provided at **Appendix A**.

The proposal also addresses the relevant conditions of the Concept and Stage 1 Consent for the Oakdale South Estate – SSD 6917 in **Section 2.3.1**.

EIS addresses the relevant information required by Schedule 2 of the EP&A Act 1979. It describes the site and proposed development, provides relevant background information, and assesses the development against relevant legislation, environmental planning instrument, planning policies, the Stage 1 consent for SSD 6917 and the SEARs issued in respect to this application.

1.1. PROPONENT AND CONSULTANT TEAM

The following project team has been involved in the preparation of this application:

Table 1 – Consultant Team

Role	Entity
Applicant	Goodman Group
Project Manager	Goodman Group
Planning	Urbis
Quantity Surveyor	Muller Partnership
Survey	Cardno
Architect	SBA Architects
Landscape Design	Site Image
Traffic and Transport	Ason Group
Building Code of Australia (BCA)	Blackett Maguire Goldsmith
Air Quality and Odour	SLR Consulting
Hazard and Risk	Core Engineering
Fire Safety	Core Engineering
Civil Engineering, Soils and Water	AT & L
Noise and Vibration	SLR Consulting
Demolition and Construction and Waste Management, Ongoing Waste Management	SLR Consulting
Greenhouse Gas and Energy Efficiency	SLR Consulting
Ecologically Sustainable Development	SLR Consulting
Visual Impact	e8urban

2. APPROVAL FRAMEWORK

2.1. OVERVIEW

Goodman has entered into a commercial arrangement with Toyota to construct a warehouse and distribution facility within Precinct 3 of the OSE to be owned and operated by Toyota on completion. The proposed facility is to be constructed on Development Site 3B.

The EIS relates only to the development of Site 3B of the OSE and as such, only the relevant environmental matters, as required by the SEARs and the conditions of the Stage 1 consent, are addressed

Those environmental matters considered relevant to the overall OSE and the construction of the specific development pad for Site 3B have been adequately addressed and approved in the EIS for the Stage 1 SSDA and subsequent Section 96(2) application (s.96).

Accordingly, the EIS should be read in the context of the EIS for the Concept and Stage 1 Approval SSD 6917 and the subsequent s.96 application which is currently being assessed by the DP&E.

2.2. SECRETARY'S ENVIRONMENT ASSESSMENT REQUIREMENTS

A request was made to the Minister pursuant to Clause 3, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* for the Secretary's Environmental Assessment Requirements (SEARs) in relation to the proposed development of Site 3B. The request for SEARs was made on 13 May 2016. SEARs were issued for SSD 7663 on 29 June 2016. A complete copy of the SEARs has been included at **Appendix A**.

Table 2 provides a summary of the SEARs along with the section of the report where the relevant matter is addressed in the EIS and accompanying specialist consultant reports within the Appendices.

Table 2 – Secretary's Environmental Assessment Requirements (Source: DP&E)

Item/ Description	Document Reference
A: General Requirements	
The Environmental Impact Statement (EIS) must be prepared in accordance with, and meet the minimum requirements of clauses 6 and 7 of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (the Regulation). In addition, the EIS must include:	**Clause 6 - Statement of Validity and throughout EIS** **Clause 7 – Throughout EIS**
A detailed description of the development, including:	
The need for the proposed development	**Section 4.2**
Justification for the proposed development	**Section 8**
Likely staging of development	**Section 4.5**
Likely interactions between the development and existing, approved and proposed operations in the vicinity of the site; and	**Section 2 and 3**
Plans of any proposed building works	**Appendix C**
Considerations of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments	**Section 5**
A risk assessment of the potential environmental impacts of the	**Section 7**

Item/ Description	Document Reference
development, identifying the key issues for further assessment	
A detailed assessment of the key issues specified below, and any other significant issues identified in this risk assessment, which includes:	
A description of the existing environment, using sufficient baseline data	**Section 6 and Appendices**
An assessment of the potential impacts of all stages of the development, including any cumulative impacts, taking into consideration relevant guidelines, policies, plans and statutes; and	**Section 6 and Appendices**
A description of the measures that will be implemented to avoid, minimise, mitigate and if necessary, offset the potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage significant risks to the environment	**Section 7 and Appendices**
A consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS.	**Section 7 and Appendices**
An assessment that demonstrates the development is consistent with any Conceptual Proposal that applies to the site.	**Section 2.3.1**
The EIS must also be accompanied by a report from a qualified quantity surveyor providing - A detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the Regulation) of the proposal, including details of all assumptions and components from which the CIV calculation is derived. The report shall be prepared on company letterhead and indicate applicable GST component of the CIV - An estimate of jobs that will be created during the construction and operational phases of the proposed development; and Certification the information provided is accurate at the date of preparation	**Appendix B**
The EIS must address the following specific matters:	
Statutory Planning Context	**Section 5**
Detailed justification for the proposal and the suitability of the site; and	**Section 8**
Demonstration the proposal is generally consistent with all relevant planning strategies, environmental planning instruments, development control plans (DCPs) and the Oakdale South Concept Proposal (SSD 6917), and justification for any inconsistencies	**Section 5** **Throughout EIS and Section 2.3.1**
Traffic and Transport – including	
- A Traffic Impact Assessment detailing all daily and peak traffic and transport movements likely to be generated (vehicle, public transport, pedestrian and cycle trips) during construction and operation of the development, including a description of vehicle access routes and the impacts on nearby intersections; - Details demonstrating the proposal is consistent with the traffic impact	**Section 6.1 and Appendix D**

Item/ Description	Document Reference
assessment, traffic volumes and car parking provisions of SSD 6917; - Details of access to the site from the road network including intersection location, design and sight distance - An assessment of predicted impacts on road safety and the capacity of the road network to accommodate the development; - Plans of any road upgrades or new roads required for the development, if necessary - Detailed plans of the proposed layout of the internal road network and parking provision on-site in accordance with the relevant Australian Standards; and Details of any likely dangerous goods to be transported on arterial and local roads to/from the site, if any, and the preparation of an incident management strategy, if necessary	
Urban Design and Visual – including	
- Layout of the development including staging, site coverage, setbacks, proposed open space and landscaped areas; - Suitable landscaping incorporating endemic species - The layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks, if applicable; - A detailed assessment (including photomontages and perspectives) of the facility (buildings and storage areas) including height, colour, scale, bulk, building materials and architectural treatments and finishes, signage, lighting and any retaining walls particularly from nearby public receivers and significant vantage points within the broader public domain; - Proposed cut and fill works associated with the development; and - Measures to minimise the extent of cut and fill.	**Section 4 Section 6.2 and** **Appendix C and Appendix E**
Noise and Vibration– including - A description of all potential noise and vibration sources during the construction and operational phases of the development, including on and off-site traffic noise; - A cumulative noise impact assessment of all potential noise sources in accordance with relevant Environment Protection Authority guidelines; and Details of noise mitigation, management and monitoring measures	**Section 6.3 and** **Appendix F**
Soils and Water – including - A description of the water demands, and a breakdown of water supply for the site; - A description of the surface and stormwater management system, including on-site detention, and measures to treat or re-use water; - An assessment of potential surface and groundwater impacts associated with the development; an assessment of the impact of flooding on the proposed development for the full range of flood events up to the probable maximum flood - An assessment of the impact of the proposed development on flood	**Section 6.4and** **Appendix G**

Item/ Description	Document Reference
behaviour; and - A description of the proposed erosion and sediment controls during construction and operation - Details of impact mitigation, management and monitoring measures.	
Air Quality - including	
- An assessment of the air quality impacts at private properties during construction and operation of the development, in accordance with the relevant Environment Protection Authority guidelines; and - Details of any mitigation, management and monitoring measures required to prevent and/or minimise emissions.	**Section 6.5 and** **Appendix H**
Waste - including	
- Details of the quantities and classification of all waste streams to be generated on site; - Details of waste storage, handling and disposal; and - Details of the measures that will be implemented to ensure that the development is consistent with the aims, objectives and guidance in the NSW Waste Avoidance and Resource Recovery Strategy 2014-2021	**Section 6.6 and** **Appendix I**
Infrastructure Requirements – including	
- A detailed written and/or geographical description of the existing infrastructure required on-site; - Identification of any infrastructure upgrades required to facilitate the development, and describe any arrangements to ensure the upgrades will be implemented in a timely manner and maintained; and - A detailed description of cooling/heating systems to be installed on-site	**Section 6.7 and** **Appendix G**
Heritage – including management and mitigation measures of indigenous and historic archaeological assessments submitted under SSD 6917.	**Section 6.8 and** **Appendix J**
Greenhouse Gas and Energy Efficiency – including an assessment of the energy use on-site, and demonstrate the measures proposed to ensure the development is energy efficient.	**Section 6.9 and** **Appendix K**
Ecologically Sustainable Development – including an assessment of how the development will incorporate ecologically sustainable development principles in all phases of the development	**Section 6.9 and** **Appendix K**
Contributions – including consideration of the Voluntary Planning Agreement.	**Section 6.10**
The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Environmental Planning and Assessment Regulation 2000. You should provide these as part of the EIS rather than as separate documents	**Appendices**

Item/ Description	Document Reference
During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with: - Penrith City Council; - NSW Heritage Council; - Department of Primary Industries; - Department of Industry – Resources and Energy; - Transport for NSW; - Sydney Water; - WaterNSW; - TransGrid; and - Surrounding local residents and stakeholders. The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.	**Section 4.4 and Table 5**
If you do not lodge an EIS for the development within 2 years of the issue date of these SEARs, you must consult with the Secretary in relation to any further requirements for lodgement.	**Noted**
The assessment of the key issues listed above must take into account relevant guidelines, policies, and plans as identified. While not exhaustive, the following attachment contains a list of some of the guidelines, policies, and plans that may be relevant to the environmental assessment of this development	**Throughout EIS**

2.3. CONCEPT AND STAGE 1 CONSENT OSE SSDA -6917

The OSE is the subject of SSDA 6917 which has been approved by NSW Planning and Environment (DP&E) on 26 October 2016.

The Concept and Stage 1 SSDA 6917 approved:

A Concept Proposal with

- *395,880m^2 of GFA comprised of 376,295m^2 of warehousing and 19,585m^2 of ancillary office floor space;*
- *Six development precincts with a total of 15 building envelopes; and*
- *Conceptual lot layout, site levels, road layout, urban design controls, conceptual landscape designs and infrastructure arrangements.*

A Stage 1 Development Application including

- *Staged subdivision,*
- *Construction of bulk and detailed earthworks (including the interim levels for Site 3B),*
- *Construction of internal estate roads, water, sewer, telecommunications and gas infrastructure,*
- *Construction of stormwater management devices,*
- *Installation of estate landscaping, and*
- *Construction and operation of nine warehouse and distribution buildings across precincts 1, 4 and 5 as follows:*
    - *Precinct 1; five warehouse buildings with a total GFA of 104,739m^2,*
    - *Precinct 4; three warehouse buildings with a total GFA of 48,256m^2, and*
    - *Precinct 5; one warehouse building with a GFA of 84,075m^2.*

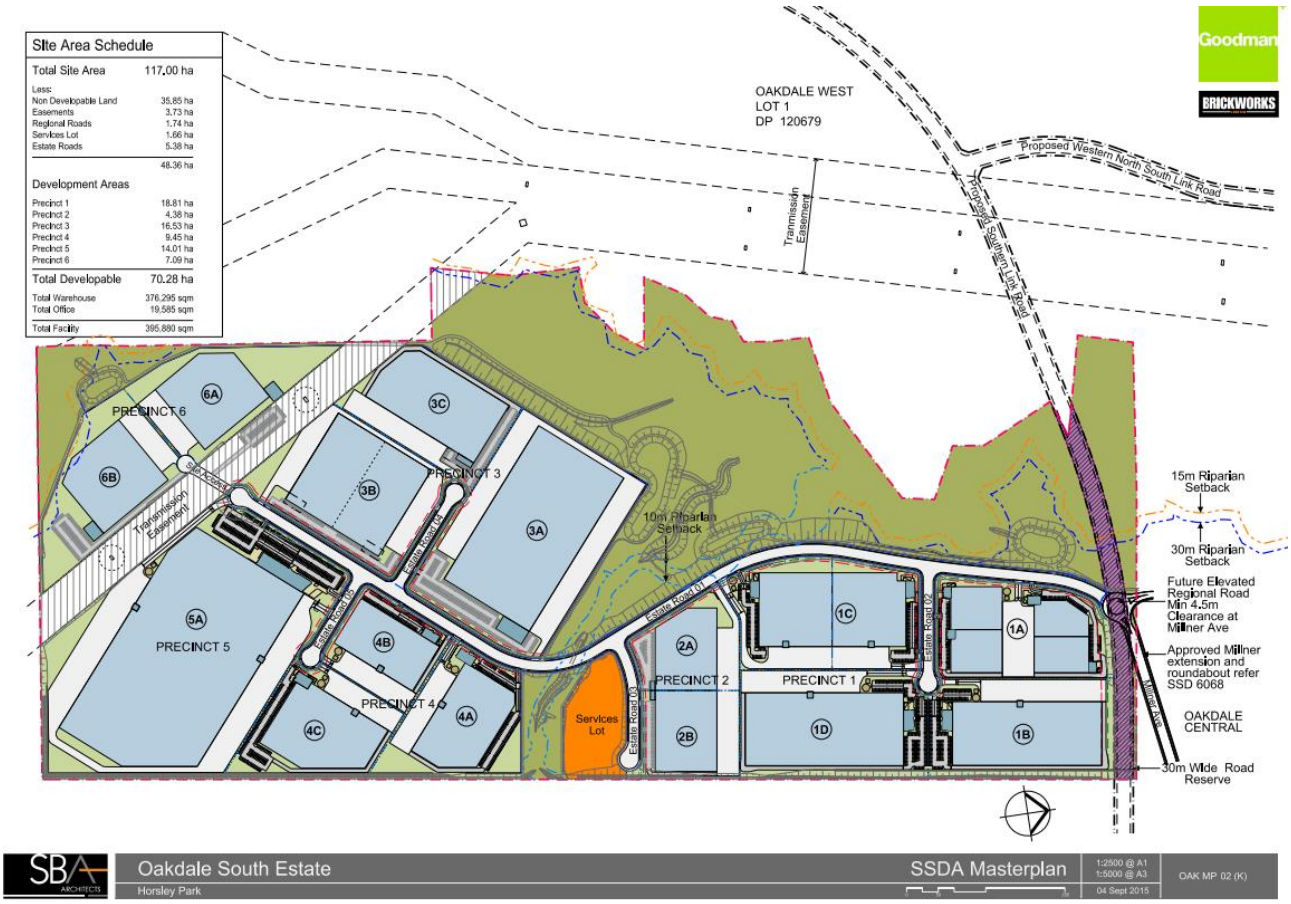
In accordance with the requirements of the SEARs for that application, the EIS for the Concept and Stage 1 SSDA addressed the following environmental matters in detail:

- Planning Agreement/Developer Contributions,
- Overall traffic and transport,
- Urban Design and Visual Impact,
- Soils and Water,
- Mineral Resources Requirements,
- Infrastructure Requirements,
- Noise,
- Air Quality,
- Impacts on Transgrid Easement,
- Flora and Fauna,
- Heritage,
- Greenhouse Gas and Energy Efficiency,
- Waste Management,
- Plans and Documents,
- Consultation.

Those environmental matters considered relevant to the overall OSE and the construction of the specific development pad for Site 3B have been adequately addressed and approved in the EIS for the Stage 1 SSDA.

The construction and use of buildings in Precincts 2, 3 and 6 did not form part the Concept and Stage 1 SSDA. The future development of these precincts was deferred to future stages and will be accordingly subject to separate assessment and approval. **Figure 1** illustrates the approved Concept Plan layout for OSE.

Figure 1 – Approved OSE Concept Plan (Source SBA Architects)



2.3.1. SSDA 6917 Consent Conditions

Table 3 provides a response to those conditions contained within the Stage 1 Consent relevant to the subject Toyota proposal, and includes a reference to where these matters are addressed within this EIS. A full copy of this consent is included at **Appendix Q.**

Table 3 – SSDA 6917 Consent Conditions (Source DP&E)

Condition	Comment
Modifications to the Concept Proposal	
Limits of Consent	
B10 The Applicant shall ensure that the development if consistent with development controls in Table 2.	Addressed in **Section 5.8.9** of this EIS.
Development Aspect	
Southern Link Road Setback - 20m	N/A the development does not have a frontage

Condition	Comment
	to the Southern Link Road.
Internal Estate Roads Setback – 7.5m	Refer to **Section 5.8.9** of this EIS.
Rear and side boundary setbacks to development adjacent to the Oakdale South Estate, excluding the southern property boundary – 5m	Refer to **Section 5.8.9** of this EIS.
Side Boundaries within the Oakdale South Estate – 0m.	Refer to **Section 5.8.9** of this EIS.
Height – 15m	Proposed building height is 13.7m.
Minimum Lot Size 5,000m2	Lot size exceeds 5000m^2.
Minimum Frontage 40m (excl. cul-de-sacs)	Minimum frontage exceeded to both Estate Roads 1 and 4.
Site Coverage 65% (site coverage control excludes building awnings)	Site coverage is 60%
B13 A maximum of one illuminated sign is permitted on each elevation of each warehouse building. All illuminated signage shall be orientated away from residential receivers.	Signage addressed in **Sections 4.9** and **5.8.7** and within the Architectural Plans at **Appendix C.**
B15 The Applicant shall provide bicycle racks, and amenity and change room facilities for cyclists in accordance with *Planning Guidelines for Walking and Cycling (December, 2004),* NSW Department of Infrastructure, Planning and Natural Resources; Roads and Traffic Authority.	Addressed in **Section 6.1 and 7.1** of this EIS.
Noise Limits	
B18 The Applicant shall ensure the Development does not exceed the noise limits provided in Table 3 and the receiver locations (L1, L2 and L3 shown in **Appendix 4)**	Addressed in **Section 6.3** of this EIS and Noise Impact Assessment at **Appendix F.**
Schedule C – Conditions to be met in future development applications.	
Development Contributions	
C1 Future Development Applications shall identify whether the provisions of Council's 94 Contributions Plan or any voluntary planning agreement(s) apply to the site.	Addressed in **Section 6.10** of the EIS
Ecologically Sustainable Development	
C2. Future development applications shall demonstrate how the Development incorporates the principles of ESD in the design, construction and on-going operation of the Development.	Addressed in **Section 6.9** of this EIS and TIA at **Appendix K.**

Condition	Comment
Sustainability Management Plan	
C3. Future Development Applications must demonstrate compliance with the Sustainability Management Plan approved under Condition B17	Addressed in **Section 6.9** of this EIS and TIA at **Appendix K.**
Traffic and Access	
C4. Future Development Applications shall be accompanied by a detailed assessment of the traffic and transport impacts on the surrounding road network and intersection capacity, and shall detail provisions demonstrating that sufficient loading/unloading, access and car parking has been provided having regard to the car parking rates approved under Condition C5, and details to promote non-car travel modes. The traffic and transport impact assessment shall also have specific regard to the scope and timing of road infrastructure works in the surrounding road network.	Addressed in **Section 6.1**of this EIS and TIA at **Appendix D.**
C5. Car parking shall be provided in accordance with the following rates, unless evidence is provided in accordance with Part C10, section 10.5.1, C1)f) of the Penrith DCP: **(a)** 1 space per 300m^2 of warehouse GFA **(b)** 1 space per 40m^2 of office GFA; and **(c)** 2 disabled spaces for every 100 car parking spaces.	Illustrated on the Plans at Appendix C **and** addressed in **Section 6.1** of this EIS and TIA at **Appendix D.**
C6. To ensure that potential conflicts between heavy vehicles and light vehicles are minimised, future Development Applications shall include details demonstrating satisfactory arrangements have been made to separate heavy and light vehicle movements.	Illustrated on the Plans at **Appendix C and** addressed in **Section 6.1** of this EIS and TIA at **Appendix D.**
C7 To ensure that sustainable transport modes are supported, all future Development Applications proposing the construction of new warehouse buildings shall include a **Sustainable Travel Plan**. All Sustainable Travel Plans shall identify the pedestrian and cyclist facilities proposed to service the proposed warehouse buildings.	Addressed in **Section 6.1** of this EIS and TIA at **Appendix D**
Bushfire Protection	
C8. Future Development Applications for warehouse buildings shall demonstrate compliance with the relevant provisions of *Planning for Bushfire Protection (PBP)* and the asset protection zones recommended in the *Oakdale South Estate Bushfire Protection Assessment*, prepared by Australian Bushfire Protection Planners Pty Ltd, dated July 2015.	Bushfire was not identified as an issue to be addressed within the SEARs issued for the subject development.
C9. Future Development Applications for warehouse buildings 3A, 3C, 6A and 6B shall demonstrate compliance with *Bushfire Construction Standard - A. S. 3959 - 2009* as recommended in the Oakdale South Estate Bushfire Protection Assessment, prepared by	Bushfire was not identified as an issue to be addressed within the SEARs issued for the subject development.

Condition	Comment
Australian Bushfire Protection Planners Pty Ltd, dated July 2015.	
C10. Future Development Applications for the construction of buildings shall demonstrate compliance with the BCA, as relevant.	BCA compliance has been addressed in **Section 6.11** and in the BCA report at **Appendix O.**
Noise and Vibration	
C11. Future Development Applications shall include a noise assessment identifying the noise and vibration impacts associated with the construction and operation of future warehouse buildings. The assessment must also identify whether appropriate acoustic amenity can be achieved at surrounding sensitive receivers and identify all mitigation measures, such as noise barriers, necessary to achieve compliance with the requirements of the project specific noise levels identified in Condition B18.	Addressed in **Section 6.3** of the EIS and in the Noise Impact Assessment at **Appendix F.**
Waste	
C12. Future Development Applications shall include a **Waste Management Plan** prepared in accordance with the with the EPA's Waste Classification Guidelines (DECCW, 2009).	Addressed in **Section 6.6** of the EIS and in the Waste Management Plan at **Appendix I.**
Outdoor Lighting	
C13. Future Development is to ensure compliance with *AS/N21158.3:1999 Pedestrian Area (Category P) Lighting and A54282: 1997 Control of Obtrusive Effects of Outdoor Lighting*.	Included within mitigation measures at **Section 7.1** of the EIS. A condition to this effect should be placed on the consent for the subject SSDA.
Signage	
C14. Future Development Applications shall include details of any external advertising signage and demonstrate compliance with the requirements of Condition B13 and *State Environmental Planning Policy No. 64 -Advertising and Signage.*	Addressed in **Section 5.8.7** of the EIS. Signage details are provided within Architectural Plans at **Appendix C**.
Reflectivity	
C15. The visible light reflectivity from building materials used in the facades of the buildings shall not exceed 20 per cent and shall be designed so as to minimise glare. A report demonstrating compliance with these requirements is to be submitted to the satisfaction of the Certifying Authority for each future warehouse building prior to the issue of the relevant Construction Certificate.	To be included within mitigation measures at **Section 7.1** of the EIS. A condition to this effect should be placed on the consent for the subject SSDA.
Road Upgrades	
C16. Future Development Applications shall identify whether any road upgrades are required as a result of the Development works	Addressed within **Section 6.1** and TIA at **Appendix D.**

Condition	Comment
Stormwater Management	
C17. All future Development Applications shall demonstrate that the design of the warehouse buildings, plant and equipment and hardstand areas are consistent with the: (a) *Civil, Stormwater and Infrastructure Services Strategy*, rev 5, report no 14-193-R001, prepared by AT&L dated September 2015; (b) *Flood Impact Assessment: Oakdale South Industrial Estate*, ref: 59915094, prepared by Cardno, dated 16 September 2015; and (c) Letter report titled *'SSD6917 Oakdale South Industrial Estate, Trans Grid Easement Flooding',* prepared by AT&L, ref: 14-193-ATL-L004, dated 18 April 2016 and all appendices.	Addressed within **Section 6.4** and the Civil Plans and Report at **Appendix G**.
Salinity	
C18 As part of future Development Applications, the Applicant shall implement the recommendations outlined in the Salinity Management Plan prepared by Pells Sullivan Meynink, reference PSM1541-113L Rev 3, dated 9 September 2015.	Included as a mitigation measure in **Section 7.1**
Transmission Line Easement	
C19. As part of future Development Applications for the warehouse buildings located in Precincts 3 and 6, the Applicant shall demonstrate that the design of the warehouse buildings and hardstand allows accumulated stormwater to drain away from the TransGrid easement.	Addressed within **Section 6.4, Section 7.1** and the Civil Plans and Report at **Appendix G.** The Civil Plans show that stormwater drains towards Bio-Retention Basin C to the north. In addition to the above the ISEPP requires referral to TransGrid this is because Site 3B is adjacent to the Transgrid Easement.
Schedule E Environmental Performance and Management	
Driveways and Retaining Walls	
E7 As part of the relevant Construction Certificate for each warehouse building, the applicant shall demonstrate that: (a) no driveways associated with warehousing and distributions buildings, water tanks and pump stations are located within the E2 zone; and (b) all retaining walls are wholly located within private property and do not encroach into road reserves.	Site 3B does not comprise any E2 zoned land.
Operational Noise Limits	
E35. The Applicant shall ensure that the noise generated by the operation of the development does not exceed the noise limits set out in **Table 6**	Addressed in **Section 6.3** of this EIS and Noise Impact Assessment at **Appendix F.**

Condition	Comment
Noise Verification – External Mechanical Plant **E37** Prior to the construction of each warehouse building containing external mechanical plant, the Applicant shall prepare a **Noise Validation Report** (NVR) to demonstrate that operation of the mechanical plant meets the noise limits in Condition E35: The NVR shall: (a) be prepared by an appropriately qualified and experienced noise expert; (b) be approved by the Secretary, prior to the installation of any external mechanical plant; (c) demonstrate that the location, design and operation of external mechanical plant would achieve the noise limits in Condition E35; (d) describe any acoustic treatments required to ensure compliance with noise limits in Condition E35; and (e) if necessary, recommend, prioritise and implement measures to improve noise controls on-site to ensure the Development meets relevant criteria and protects off-site receivers from excess noise.	The requirement for an NVR for external mechanical plant has been included in the table of Mitigation Measures at **Section 7.1**
Aboriginal Heritage	
E39 In the event that impacts to Aboriginal Heritage Information Management System (AHIMS) sites 45-5-4528 (Oakdale South AS 3) and 45-5-4529 (Oakdale South AS 4) cannot be avoided; the Applicant shall undertake a salvage excavation prior to the commencement of bulk earthworks at the two AHIMS sites. In undertaking the salvage excavation, the Applicant shall prepare a salvage excavation methodology in consultation with the OEH and Aboriginal stakeholder groups.	Addressed in **Section 6.8, Section 7.1** and within **Appendix J.**
E41 If any Aboriginal archaeological objects, prepared by Artefact Heritage and dated September 2015 during construction works, the Applicant shall cease works immediately and notify the OEH and obtain any necessary approvals to continue the works. The Applicant shall comply with any request made by the OEH to cease works for the purpose of archaeological recording.	Addressed in **Section 6.8, Section 7.1** and within **Appendix J**
Energy Efficiency and Greenhouse Gasses	
E51 Prior to the issue of a Construction Certificate for each warehouse building, the Applicant shall submit a Sustainability Management Plan outlining the specific sustainability measures that will be installed in each warehouse. Each plan must. (a) Be approved by the secretary; (b) Be consistent with the Sustainability Strategy approved under Condition B17; (c) Confirm the total greenhouse has savings achieved in comparison to a base case development (i.e. development constructed in accordance with the minimum requirements of Section J of the BCA); (d) Include a calculation of water requirements and measures incorporated to reduce water use;	Addressed in **Section 6.9** of this EIS and TIA at **Appendix K.**

Condition	Comment
(e) Include a program to monitor and report annually on the efficiency of the measure implemented; and (f) Ensure the Development will continue to operate at industry best practice over time.	
E52 The applicant shall include all sustainability measures outlined in the approved Sustainability Management Plan(s) in the Construction Certificate drawings for each warehouse building prior to the issue of an Occupation Certificate.	Addressed in **Section 6.9** of this EIS and TIA at **Appendix K.**
Hazards and Risk	
E53 The storage of Dangerous Goods shall not exceed the thresholds outlined in the *Hazardous and Offensive Development Application Guidelines: Applying SEPP 33.*	Addressed in **Section 5.5.4** of this EIS and Hazardous Goods Assessment at **Appendix L** and Dangerous Goods Transportation Management Strategy at **Appendix M**.
E54 Dangerous goods, as defined by the *Australian Dangerous Goods Code* shall be stored and handled strictly in accordance with all relevant Australian Standards.	Addressed in **Sections 5.8.4, 6.1.7**of this EIS and Hazardous Goods Assessment at **Appendix L** and Dangerous Goods Transportation Management Strategy at **Appendix M.**
E74 Prior to the issue of any Construction Certificate of any warehouse building adjacent to the TransGrid easement, the Applicant shall submit revised design drawings prepared in consultation with TransGrid demonstrating that stormwater accumulated on-site is directed away from the Transgrid easement to the satisfaction of the secretary.	This requirement has been included as a mitigation measure in **Section 7.1.**

2.4. SECTION 96 APPLICATION

An application to modify the Stage 1 SSD 6917 under section 96 (2) of the EP&A Act was recently lodged with the NSW Department of Planning. The proposed modification seeks the following:

- Modification to the OSE Concept Proposal to:
  - Alter the layout of Precincts 3, 4 and 5 to reflect the needs of individual users coming on to the site;
  - Change the use of the 'Potential Services Lot' to a development lot to be incorporated into Precinct 2; and alter the layout of the internal estate road network to reflect the changes to the precinct layouts and to respond to the access needs of incoming users.
- Modification to the OSE Stage 1 Development to:
  - Reflect the general layout changes made to the OSE Concept Proposal;
  - Amend the subdivision layout to reflect the changes made to the OSE Concept Proposal;
  - Minor changes to earthworks design to reflect revised Concept Proposal, including a reduction in the level of fill required to be imported to site;
  - Changes to Estate Road works to reflect amended Concept Proposal including revised alignment of Estate Roads 1 and 3, the introduction of a new Estate Road 4 and provision for private access to amenity lot;
  - Removal of construction and use of buildings in Precincts 4 and 5 (to be subject to separate development applications).

The modification proposes a slightly adjusted site location and orientation for Site 3B. The size of the allotment and pad configuration (in respect to site levels and civil works) remains broadly the same as that

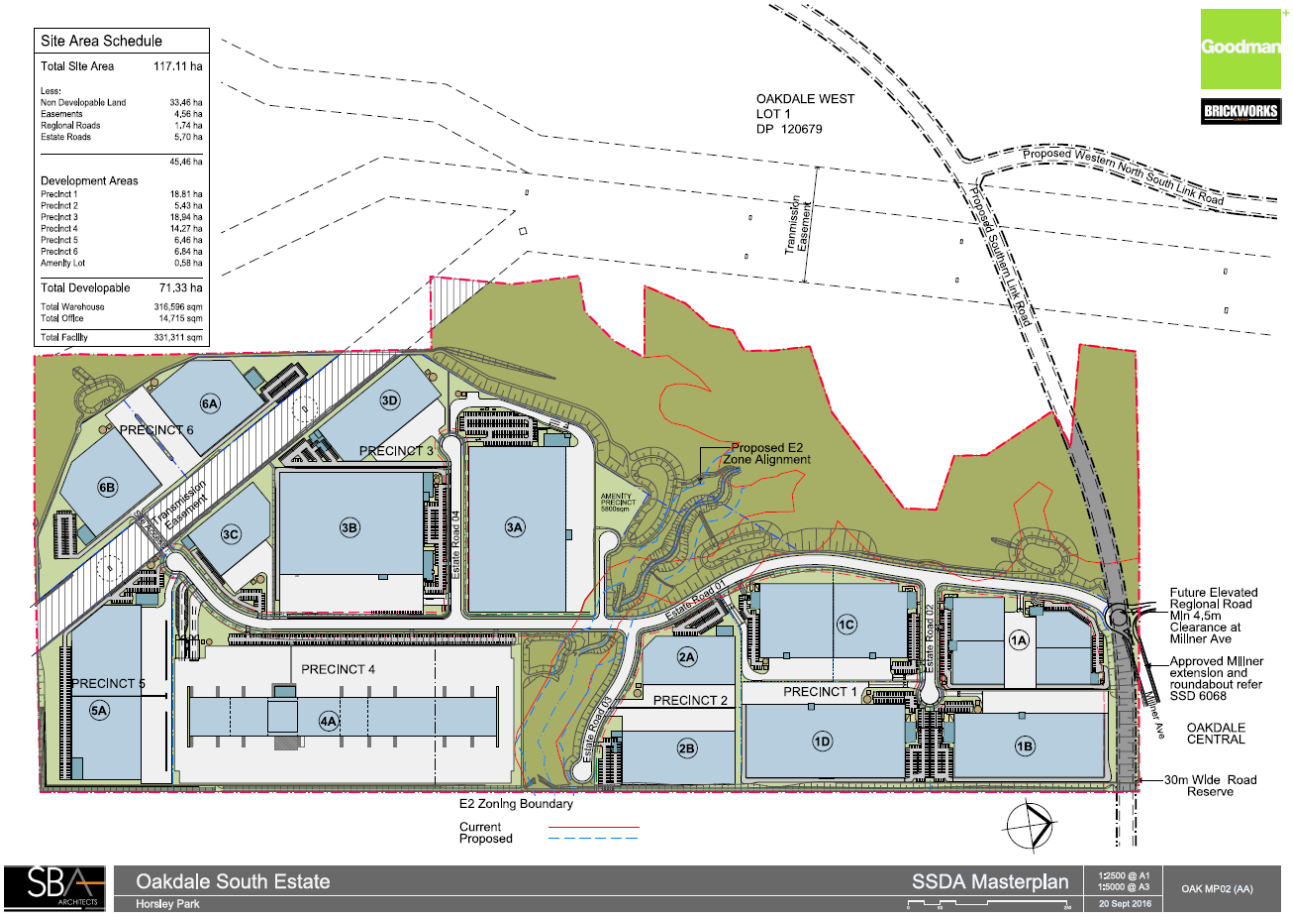
originally approved however proposes a levelled pad roughly commensurate to the pad level sought under this SSDA for Site 3B.

Any resultant changes to environmental impacts across the broader site (such as flooding, Aboriginal archaeology and other environmental issues) are addressed within the proposed s96 modification application and have not been assessed again in this application.

The subject application for Site 3B reflects the site layout as modified and currently under assessment by the NSW Department of Planning.

Figure 2 below shows the OSE site layout as proposed to be modified by the current s96 application.

Figure 2 – Amended OSE Estate Layout Including Site 3B – Subject to Current Assessment (Source SBA Architects)



3. SITE AND SURROUNDS

3.1. SITE LOCATION

The site is located within the Oakdale South Estate (OSE). The OSE comprises the second stage of development within the broader Oakdale Estate (see **Figure 3**). In its entirety, the Oakdale Estate incorporates five separate allotments, described in **Table 4.**

The OSE is located in the Penrith Local Government Area (LGA), at the south-western end of Old Wallgrove Road (OWR) at Erskine Park within the WSEA.

Figure 3 – Oakdale South Estate (Source: Goodman)

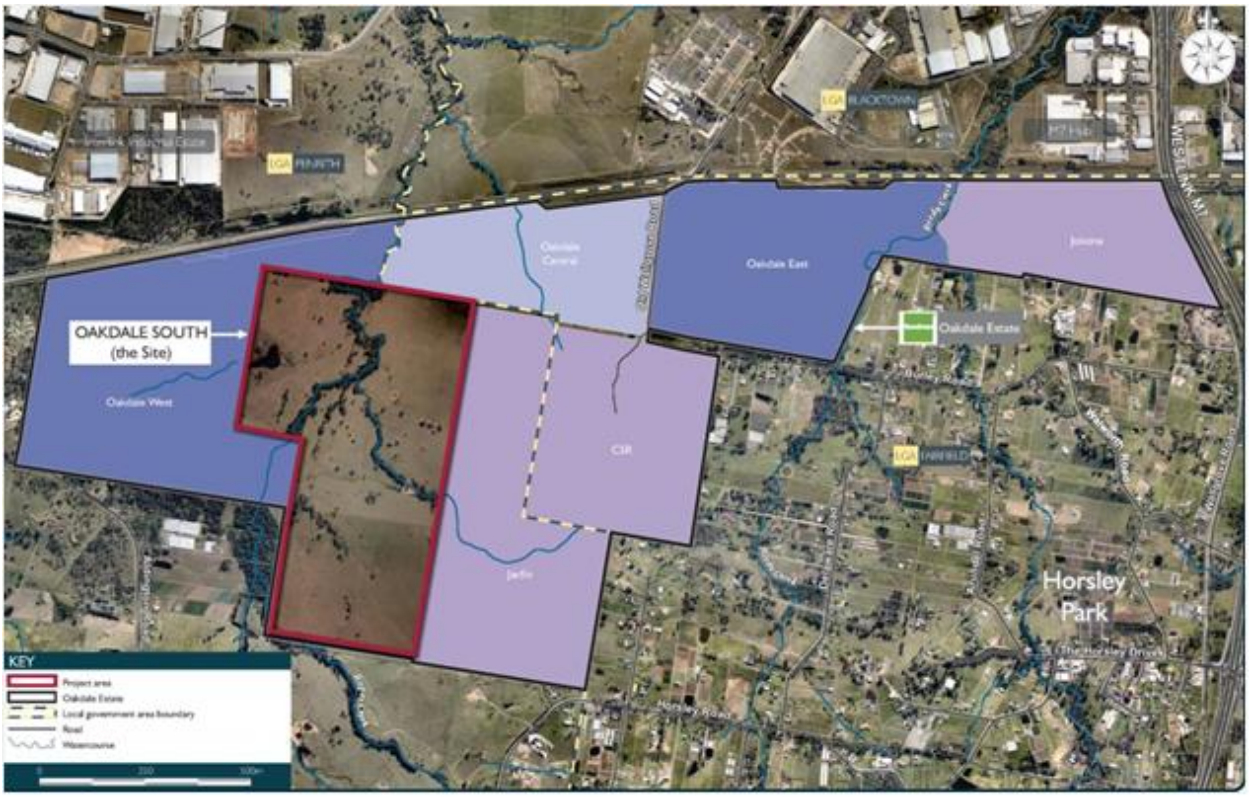


Table 4 – Oakdale Estate Lands

LOT	DP	Area	Oakdale Precinct
1	1178389	154 hectares	Oakdale West
2.1	1173181	62 hectares	Oakdale Central
1	843901	88 hectares	Oakdale East
12	1178389	114 hectares	Oakdale South
87	752041	3 hectares	Oakdale South
Total		**421 hectares**	

The OSE comprises two allotments (Lot 12 and Lot 87) totalling 117ha. The site is roughly rectangular in shape with an irregular western border that follows the Ropes Creek riparian corridor.

The site adjoins other Oakdale lands to the west and north (Oakdale West and Oakdale Central respectively). Land to the east is known as the Jacfin Estate (Jacfin) which is also zoned for industrial development. A portion of the Jacfin Estate, along its western boundary with the OSE is the subject of a planning proposal to rezone the land from IN1 to RU4 to allow for rural residential development. Lands further south of the OSE site, known as Pazit land (Pazit), are rural and rural residential in character currently zoned E4-Environmental Living.

Notwithstanding the above it is noted that these lands are included within the 'Western Sydney Priority Growth Area' which may see significant changes to land use character over time as the proposed second Sydney Airport at Badgerys Creek becomes operational.

Precinct 3

Precinct 3 of the OSE forms part of the approved concept plan. The layout of Precinct 3 is to be modified as per the section 96 modification applications currently being assessed by the DP&E.

Precinct 3 is located in the south western quadrant of the OSE. The precinct as modified has a total area of 18.94ha and is bound by the Ropes Creek riparian corridor to the north, Estate Road 1 to the east, a transmission easement to the south and west and E2 Environmental Conservation land to the west and north west. Estate Road 4 runs in an east-west orientation to the centre of the Precinct.

Precinct 3 comprises four (4) development sites, each of which will eventually accommodate a warehouse building. The Precinct is accessed via Estate Road 1 and Estate Road 4. Each warehouse will be provided with separate access for heavy and light vehicles, with car parking also separated from loading and manoeuvring areas.

Development Site 3B

The proposed Toyota facility will be located on Development Site 3B within Precinct 3 as detailed on OSE Concept Plan forming part of the OSE SSDA.

The subject site is bound by Estate Road 01 to the east, Site 3C and the Transgrid transmission easement to the south, Estate Road 4 to the north and Development Site 3D to the west. Development Site 3B has an area of 6.42 hectares with access provided via from both Estate Road 1 and Estate Road 4.

3.2 LAND OWNERSHIP

The subject site is owned by a Joint Venture (JV) between Goodman and Brickworks Limited (Brickworks, parent company of the Austral Brick Company Pty Ltd). Goodman has entered into a JV with Brickworks to develop the broader Oakdale Estate into a regional warehousing and distribution hub. Goodman is the Applicant for the purposes of this SSDA.

Goodman is one of the world's largest industrial land owners and developers, with a significant portfolio of properties across Australia and worldwide. In the Sydney Metropolitan Area, Goodman owns and manages close to 200 industrial and commercial properties with an end value of approximately $12 billion across Australia with the majority located in the Sydney Metropolitan area and therefore has a deep understanding of the key issues, challenges and drivers of employment lands and industrial development across the Sydney Region.

Within the WSEA itself, Goodman owns a number of industrial estates including the M7 Hub Estate, the Interchange Park Estate, Bungaribee Industrial Estate, Interlink Industrial Estate and Westpark Industrial Estate and the broader Oakdale Estate lands as shown in **Figure 3**. The majority of this land is now developed, largely for warehousing and distribution uses with key tenants in the WSEA including TOLL, DHL, Coca Cola, Bunnings, Coles and Woolworths.

3.3. SITE SUITABILITY

The warehouse and distribution centre for Toyota will be compatible with the established industrial context of the surrounding area and the concept approval for the OSE. The development of Site 3B presents a significant opportunity to create long term employment opportunities through the development of the proposed distribution and warehouse development. Site 3B is located in close proximity to connections to Old Wallgrove Road, the M4, M7, contributing to its convenient and accessible location within the region.

4. DESCRIPTION OF PROPOSAL

4.1. DEVELOPMENT OBJECTIVES

The development objectives are to realise a high quality warehouse and distribution centre in Precinct 3B of the OSE which will be used for the purposes of storage and distribution of car parts associated with Toyota's NSW operations. The facility will represent Toyota's primary distribution facility in NSW, with the closure of its existing facility at Woolooware Bay which currently also accommodates its sales and marketing facilities.

The proposed use is aligned with the ultimate vision for the OSE to develop as a high quality, regional warehouse and logistics hub which maximises the employment generating potential of the land to create an efficient, attractive and productive employment zone for Western Sydney.

The proposed development aims to reflect the key development principles adopted under the OSE Concept Proposal and the design of the facility has been undertaken in consideration of the operational needs of the user, the inherent site constraints and the development controls and specifications established for the site under the OSE Concept Proposal and Stage 1 development consent SSDA 6917.

4.2. NEED FOR THE PROPOSAL

The proposal seeks to facilitate the development of a state of the art, national automotive parts storage and distribution facility to be operated by Toyota Australia. Established in 1937, Toyota Motor Corporation is one of the world's largest vehicle manufacturers.

Over the past decade, the car manufacturing industry in Australia has undergone a significant transition as a result of a combination of macro and local economic factors. Nationally, the industry has seen the loss of a number of manufacturing plants across Australia with more manufacturing activities being moved off-shore where it is more economically viable.

However, the motor vehicle industry in Australia remains strong in many other areas of its business, with car wholesale and retail operations becoming a larger component of the industry's overall activity. With an increase in wholesale and retail activity comes a growing need for local parts for maintenance and servicing of vehicles.

In order to operate this aspect of its business effectively, Toyota requires a custom built facility in a strategic location which offers convenient access to its wide range of dealerships across NSW. Consolidation of the parts business also offers economic advantages which are critical to the success and productivity of this important industry sector.

Toyota has identified the OSE as an ideal location to establish its new NSW parts distribution facility and it is of vital importance to the ongoing success of the business that the facility be operational in as short a time as possible to ensure a reliable ongoing supply of parts and service to its broad customer base.

4.3. CONSIDERATION OF ALTERNATIVES

The alternatives to undertaking the development are considered to be:

- Do nothing or,
- Development of the site undertaken by a different operator.

4.3.1. Do Nothing

The 'do nothing' alternative would result in a site that would remain undeveloped, despite having the Stage 1 works approved to make the site suitable for a developable purpose in line with the wider use of the OSE which has been approved to provide over 400ha of land to support the Sydney industrial market over the short to medium term. The ultimate vision for the Oakdale Estate is for its progressive development into regional centre of warehouses, distribution centres and freight/logistics facilities.

The 'do nothing' alternative would be inconsistent with the Stage 1 approval and inconsistent with the strategic objectives, goals and directions of the Sydney Metropolitan Plan – *'A Plan for Growing Sydney' (NSW DP&E))* for the WSEA and Broader WSEA. The 'do nothing' approach would result in the loss of

significant private investment in the OSE and would also result in loss of direct employment both in the construction and through the operation of the centre.

Given the above it is considered that the 'do nothing' approach would not be an acceptable development outcome in the context of the broader development of the OSE and WESA.

4.3.2. Development of the Site Undertaken By a Different Operator

Goodman is committed to developing the site quickly as it has secured a significant operator, Toyota, who will take ownership of the site upon completion to become its primary distribution of spare parts in NSW. The specific proportions of the site and the proposed layout have been carefully refined following detailed operational review in accordance with Toyota manufacturing protocols to ensure functional effectiveness.

Goodman is therefore committed to developing a facility within the framework of the approved Concept and Stage 1 SSDA for the OSE. In this regard it will ensure that the relevant sustainability requirements are maintained and relevant conditions of the Stage 1 approval are addressed.

4.3.3. Consideration of alternative layout/design

The Toyota site layout has been carefully developed following a number of operational efficiency studies to ensure the most efficient pick and pack timeframes are achieved to expedite the pick and pack delivery process and ensure parts are distributed to the dealer network within the required timeframes. This includes consideration of all critical design dimensions of the facility including the warehouse size and proportions and location and size of the office and mezzanine.

4.4. CONSULTATION WITH RELEVANT AUTHORITIES

An ongoing dialogue has been established between Goodman and key relevant State and local agencies and authorities with regard to the development of its lands in the WSEA. This program of consultation, undertaken over a number of years, has provided a comprehensive understanding of the key issues and requirements of these stakeholders with regard to the broader Oakdale lands and specifically the OSE.

A key outcome of this consultation process is the strategic agreement established between Goodman and NSW DP&E with respect to contributions to regional infrastructure in the WSEA (Oakdale Voluntary Planning Agreement (VPA)). More recent consultation was undertaken with respect to the Concept and Stage 1 SSDA for the OSE.

Key the Agencies/Authorities who were consulted as part of the Stage 1 SSDA includes the following:

- NSW Planning and Environment.
- Sydney Water.
- Endeavour Energy.
- Transgrid.
- RMS.
- NOW.
- NSW Department of Primary Industries.
- NSW Office of Environment and Heritage.
- AGL.
- PGH.
- Penrith City Council.
- Adjoining Landowners.

Extensive and ongoing consultation has been undertaken with roads and utility authorities and NSW DP&E over many years regarding plans and strategies for the servicing of these lands for development and the key issues of importance to the future development of the Oakdale lands in the context of the WSEA. As a result of this long-term collaboration, Goodman has established an ongoing dialogue with key infrastructure and

utility providers and has developed a sound understanding of both the key issues and the requirements of relevant authorities and regulators in relation to development projects.

Notwithstanding the above, additional consultation has been undertaken with a range of State authorities, local authorities, service providers and members of the community as required by the SEARs issued for the proposed development.

- Penrith City Council,
- NSW Heritage Council;
- Department of Primary Industries;
- Department of Industry – Resources and Energy;
- Transport for NSW;
- Sydney Water;
- WaterNSW;
- TransGrid; and
- Surrounding local residents and stakeholders.

Table 5 provides a summary of the consultation undertaken in relation to this SSD 7663.

Table 5 – Consultation Summary

Stakeholder	**Consultation** **Status**	**Comment**
Penrith Council Robert Craig Robert.Craig@penrith.city +612 4732 7593	Robert Craig, Principal Planner at Penrith Council – 18 July 2016. Council has no initial queries or comments on the proposal. A detailed review of the proposal and application documentation will be undertaken by Council as part of the public exhibition process.	N/A
NSW Heritage Council Stuart Read 9873 8554 stuart.read@environment.nsw.gov.au.	The NSW Office of Heritage has confirmed in an email dated 27 October that they will provide comments following the exhibition period if required.	N/A
Department of Primary Industries – Water Mitchell Isaacs 02 9934 0805 mitchell.isaacs@dpi.nsw.gov.au	DPI Water has advised in an email dated 27 October that they have no comments on the subject SSDA at this time.	N/A
Department of Primary Industries – Recourses and Energy Cressida Gilmore 02 931 6666 cressida.gilmore@industry.nsw.gov.au	▪ Emailed – 16.08.16 Email response received from Andrew Helman on 18.08.16 in relation to preliminary consultation on the Oakdale South Estate SSD6917, SSD7663 and SSD7719. NSW Department of Industry - Geological Survey of NSW has no issues with the modified layout plans	N/A

	and that consultation with CSR Building Products Limited, holder of Mining Lease 1636 should be addressed ongoing.	
Transport for NSW Para Sangar 8202 2672 para.sangar@transport.nsw.gov.au	TfNSW comments were provided on 1 September 2016 ▪ TfNSW has no comment on the plans provided for comment at this stage. ▪ Traffic reports for the proposed developments within the Oakdale South Estate need to include an assessment of the cumulative impacts of all developments on general traffic and bus operation during construction and operation. The traffic reports also need to include mitigation measures for the impacts identified. ▪ All items listed in the SEARs for the developments within the Oakdale South Estate need to be addressed in the EIS.	Traffic and Transport addressed in Section 6.1 and TIA at Appendix D.
Sydney Water	Email received from Sydney Water on 19.08.16. AT&L have confirmed that they've been in further consultation with Sydney Water and all comments have been taken into account in the preparation of the relevant civil plans and reports.	Soils and Water addressed in Section 6.4 of the EIS and Civil Report and Plans at Appendix G.
Water NSW Alison Kniha, Environmental Policy and Planning Manager 4724 2451 alison.kniha@waternsw .com.au; neil.abraham@waternsw.com.au	Received by email on 23 August 2016 WaterNSW indicated that common issues reiterated in response request for comment are as follows: ▪ Oakdale South is not directly adjacent to the Warragamba Pipelines critical water supply infrastructure corridor, which forms the northern boundary of the greater Oakdale Estate. ▪ All relevant documentation supporting the application must address the potential for works on the subject site to impact downstream lands such as the Pipeline corridor through the alteration of flooding behaviour, including any realignment or works carried out on Ropes Creek and associated tributaries. ▪ WaterNSW requires upstream development to not result in an increase on current stormwater levels that currently enter the Warragamba Pipeline corridor.	Soils and Water addressed in Section 6.4 of the EIS and Civil Report and Plans at Appendix G.
Transgrid Sky Shanahan (02) 9620 0104	Emailed – 16.08.16 Email from Skye Shanahan (Transgrid) on 2 September. No comments recived relating to SSD 7663	N/A

4.5. OVERVIEW

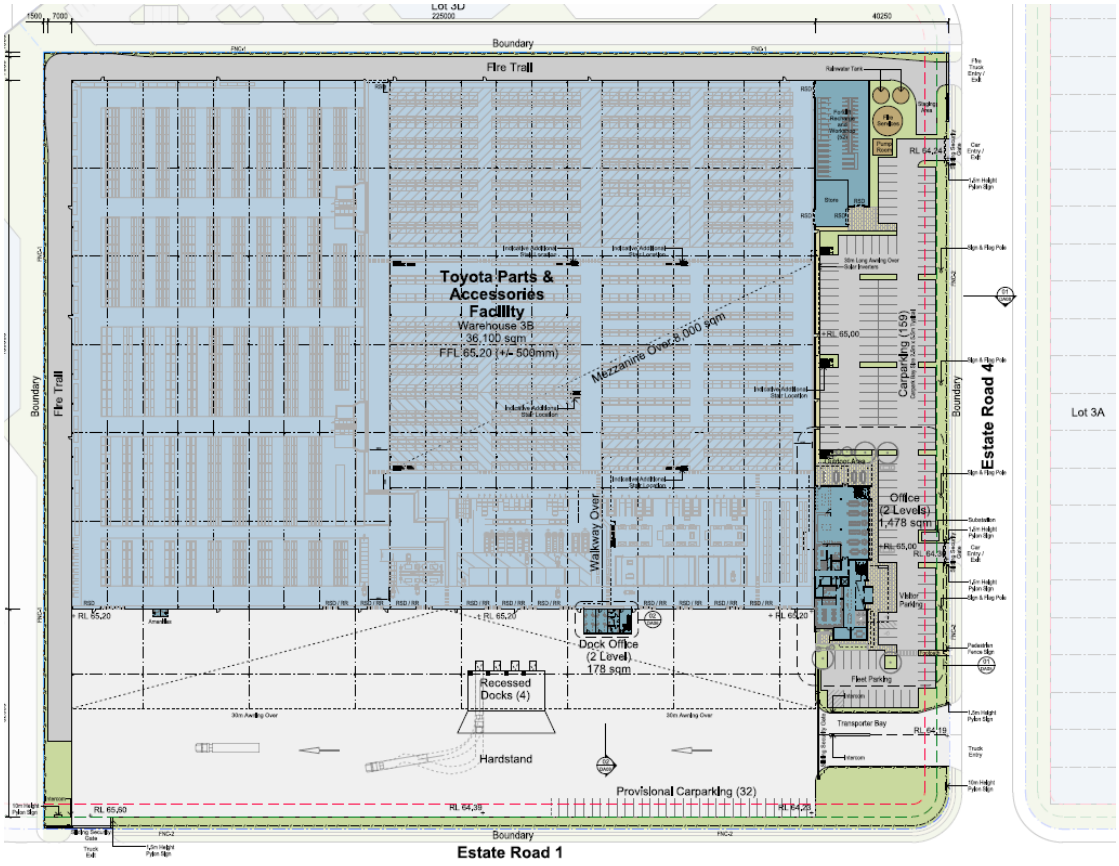
The proposal is for the construction, fit out and use of a warehouse and distribution facility within Precinct 3, Development Site 3B to be used for the storage and distribution of spare parts for motor vehicles. The facility will be operated by Toyota and will represent the primary facility for its NSW operations with the closure of its existing facility at Woolooware Bay.

A summary of the proposed development is provided in **Table 6** and site plan is provided at **Figure 4.**

Table 6 – Development Statistics (Source SBA Architects)

Oakdale South Estate – Development Site 3B	
Site	
Site Area	64,290m^2
Building Specifications	
Total GFA	46,456m^2
Warehouse GFA	36,100m^2
Office (2 levels)	1,478m^2
Dock Office (2 levels)	176 m^2
Forklift Charge	550 m^2
Store	140 m^2
Warehouse Amenity	12 m^2
Mezzanine	8000 m^2
Total Building Footprint	38,465m^2
Site Coverage	60%
Maximum building height	13.7m ridge height with a 2 degree roof pitch to the eaves
External Specifications	
Hardstand Area	14,820m^2
Light Duty Area	4,120m^2
Car Parking	159 spaces 32 Provisional spaces on the hardstand area Total 191

Figure 4 – Site Plan (Source SBA Architects)



4.6. WAREHOUSE FACILITY

The proposed warehouse and distribution facility will comprise the following works as detailed within the accompanying plans at **Appendix C**.

- A warehouse building providing a total of 46,456m^2 GFA and incorporating:
  - Warehouse floor of 36,100m^2 GFA;
  - A mezzanine level providing 8,000m^2 GFA;
  - Forklift charge area of 550m^2;
  - Storeroom of 140m^2 ;
  - Warehouse amenities of 12m^2;
  - An office (over two levels) providing ancillary office space of 1,478m^{2}GFA; and
  - A dock office (over two levels) of an additional 176m^{2}GFA.
- A total of twelve (12) loading docks, four (4) of which are recessed, located along the south-western part of the warehouse building;
- 62m deep hardstand area to the west of the warehouse building;
- 30m wide steel framed awning over the hardstand area;
- A total of 159 car parking spaces along the site's northern boundary with two separate entry and exit points off Estate Road 4. An additional 32 spaces will be provided within the hardstand area as provisional parking should there be a demand for additional parking spaces.

- A separate truck entry/exit point from Estate Road 4 and Estate Road 1;
- Provision of an fire truck access road around the perimeter of the warehouse building for fire trucks with an entry/exit from Estate Road 04;
- On-lot stormwater, infrastructure, fire services and pump room;
- Landscaping works; and
- Signage.

4.7. FITOUT

The proposal includes the fit out of the warehouse facility to include standard racking and shelving, as well as office fit out of the ancillary office and dock office spaces and general amenity areas. The indicative racking office fit out and layout will be as detailed within the Architectural Plans at **Appendix C**.

4.8. OPERATIONS

The proposed Toyota facility will store and distribute a range of car parts and accessories throughout the State, including chassis, doors and panels, windows and windscreens, seating, internal finishes, car engines and a variety of mechanical parts. Parts will be brought to the site in bulk and distributed to Toyota dealerships throughout NSW. This will generally involve the movement of goods by truck at the following average rates:

- 14 semi-trailer movements per day;
- 12 van movements per day;
- 19 rigid vehicle movements per day; and
- 4 B-Double movements per day.

Deliveries will occur throughout the day with an expected vehicle turnover of approximately 0.5 vehicles per hour. The facility will employ a total of 138 staff, working in two shifts being:

- Monday to Friday 06.30 to 15.00
- Monday to Friday 15.15 to 23.45.

Toyota expect to have a 138 staff on site at shift change over (80 for largest shift). Consent is sought for the operation of the warehouse facility 24 hours a day, seven days a week (including loading and unloading, warehouse and office operations and associated transportation and storage). It is noted that the peak operations of the facility will be between 5am -1am, with occasional overnight deliveries from the site occurring between 1am and 5am.

4.9. SIGNAGE

Signage proposed as part of the SSDA will comprise a combination of building identification signage, way-finding signage and pylon signage. Signage details are provided below and in the Signage Details plan OAK TOY DA 10 (C) provided within the Architectural Plans at **Appendix C**.

- **S1 – 1** 1.5m x 0.75m x 0.125m pylon directional sign at the truck exit point to Estate Road 1 in the south eastern corner of the site.
- **S1 – 2** 1.5m x 0.75m x 0.125m pylon direct adjacent to the truck entry point from Estate Road 4 in the north eastern corner of the site.
- **S2** - 1.5m x 0.75m x 0.125m pylon directional sign at the car entry/exit points from Estate Road 4 to the north.
- **S3** – Pedestrian fence directional sign adjacent to pedestrian entry from Estate Road 4 to the north.
- **S4** – A 6.560m x 1m “NSW Parts Centre” business identification flush wall sign on the Eastern and Northern elevations.

- **S5 –** A 3.870m x 1m “TOYOTA” business identification flush wall sign on the Eastern and Northern elevations adjacent to **S4** above.
- **S6** – A 10m x 2.25m x 0.5m high illuminated pylon sign at the north eastern corner of the site facing north south to be visible when approaching the site from Estate Road 1.
- **S7 –** A 20.820m x 5.805m “TOYOTA” Red illuminated box light lettering on the northern elevation of the warehouse building.

4.10. LANDSCAPING

The proposed landscaping is in accordance with the landscape plans provided by Site Image and included at **Appendix E**.

The Landscaping proposed is generally within the setback to the surrounding roads and provides some screening and visual softening of the development from the surrounding public domain through a mix of tree and shrub planting.

This landscaping will also strengthen character of the OSE and is consistent with the overall landscaping proposed in the approved Concept and Stage 1 SSDA. The Landscape Plans at **Appendix E** provides additional details on each frontage, fencing and species proposed.

4.11. SITE WORKS

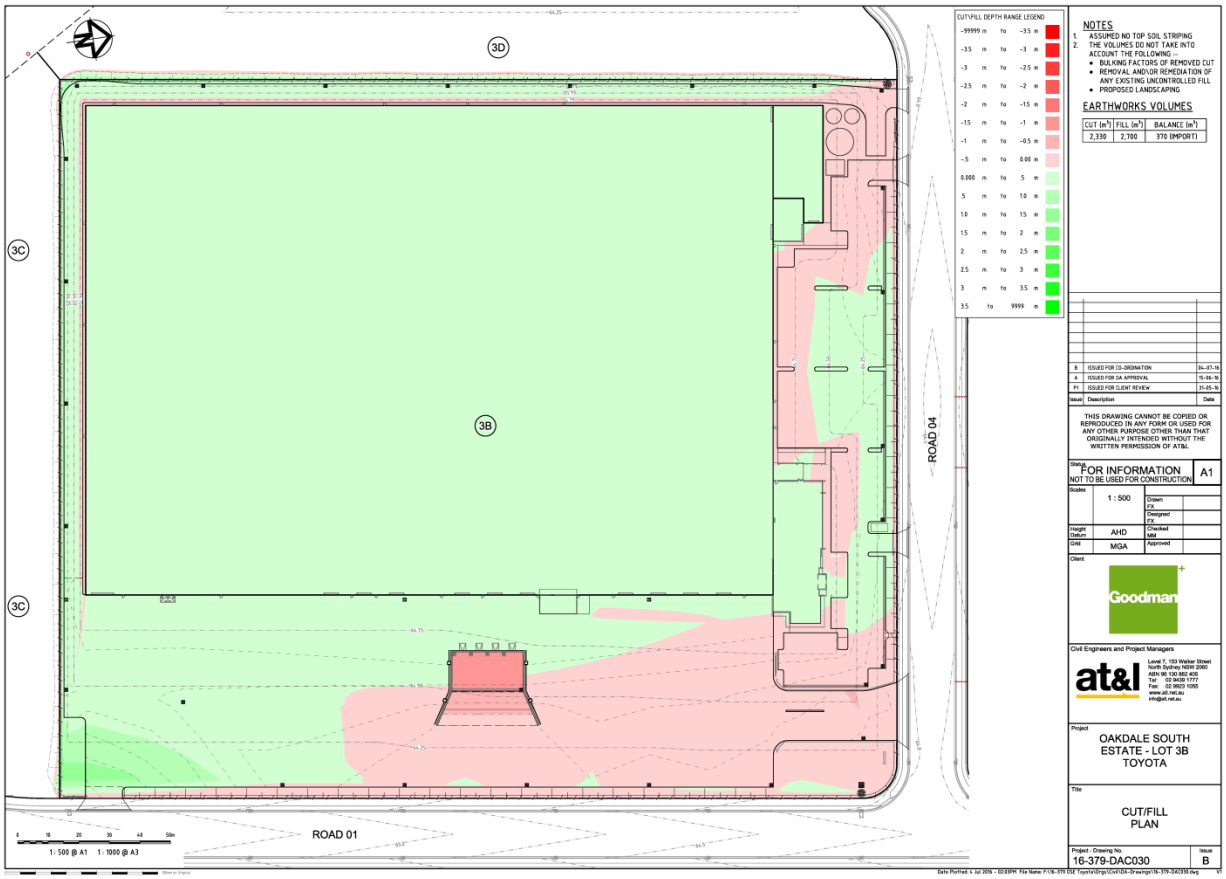
The OSE Concept and Stage 1 SSDA approved an interim Site 3B pad level, as well as road, stormwater and utility infrastructure across the entire Estate.

To facilitate the development of Site 3B and subject to the approval of the proposed estate wide modification, only on lot works for refined site levels and installation of on-lot drainage and utility infrastructure is proposed.

The proposed civil and infrastructure works for Site 3B include:

- A predominantly balanced approach to cut and fill which includes 2,330m^3 of cut and 2,700m^3 of fill. A minimal 370m^3 of fill will be imported to the site. Refer cut and fill plan at **Figure 5** and within the civil plans and report at **Appendix G** for more details.
- Driveway crossings to the site from the Estate Road 1 and 4;
- Provision of on-lot stormwater drainage system and Gross Pollutant Traps, connecting with the in-road stormwater system approved as part of SSD 6917; and
- Connection to services such as telecommunications and water, which are provided to the site boundary as per SSD 6917.

Figure 5 – Cut and Fill Plan (Source AT&L)



4.12. CONSTRUCTION HOURS

In accordance with the consent for the Concept and Stage 1 SSDA 6917 it is proposed that construction be generally carried out during standard construction hours as follows.

- Monday to Friday – 7.00am to 6.00pm;
- Saturday – 8.00am to 1.00pm; and
- Sundays & Public Holidays – No works.

Nevertheless it is acknowledged that work outside these hours will be required from time to time. Therefore approval is sought for the ability to undertake works outside of these hours provided that it is consistent with any Construction Environmental Management Plan and conditions of consent for the Concept and Stage 1 SSDA 6917.

Any activities that may result in impulsive or tonal noise emission (such as rock breaking, rock hammering, pile driving) will only be undertaken in accordance the relevant Conditions of Development Consent 6917.

5. STRATEGIC AND STATUTORY CONTEXT

This Part of the EIS assesses and responds to the relevant legislative and policy frameworks in accordance with the *Environmental Planning and Assessment Act 1979* (EP&A Act), Regulations and the SEARs.

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

Commonwealth Legislation:

- Environment Protection and Biodiversity Conservation Act 1999

State Policies and Legislation

- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment Regulation 2000
- Occupational Workplace Health and Safety Regulation
- Threatened Species Conservation Act 1995
- Protection of the Environment Operations Act 1979
- NSW Native Vegetation Act 1997 (NV Act)
- NSW National Parks and Wildlife Act 1974 (NPW Act)
- NSW Heritage Act 1977 (Heritage Act)
- NSW Roads Act 1973 (Roads Act)
- NSW Water Management NSW
- Rural Fires Act 1997 (Rural Fires Act) Act 2000
- State Environmental Planning Policy (State and Regional Development) 2011
- State Environmental Planning Policy (Western Sydney Employment Area) 2009
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy No 55 – Remediation of Land
- State Environmental Planning Policy No.33 – Hazardous and Offensive Development
- State Environmental Planning Policy No.64 – Advertising Structures and Signage
- State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
- Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2)
- Sydney Regional Environmental Plan No. 20 – Hawkesbury – Nepean River; and
- Penrith Local Environmental Plan 2010.

Strategic Planning Policies

- A Plan for Growing Sydney
- NSW Long Term Transport Masterplan 2014

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

5.1. CONSISTENCY WITH STRATEGIC PLANNING FRAMEWORK

The OSE and surrounding Oakdale estate lands lie in the strategically significant WSEA, within the West Subregion of the Sydney Metropolitan Area. *A Plan for Growing Sydney* (NSW DP&E, December 2014) identifies a series of goals for each of the Sydney subregions including the following for the West Subregion:

- *Retain and protect distinctive rural landscapes, extensive agriculture and resource lands.*
- *Badgerys Creek Airport to be a catalyst for significant new infrastructure investment.*
- *Penrith to be a focus for housing and jobs growth, particularly in professional services, health and education.*

Priority actions identified for the West Subregion include:

- *Investigate delivery of the Outer Sydney Orbital transport corridor and the Bells Line of Road – Castlereagh Connection transport corridor.*
- *Identify further opportunities to strengthen investment for employment growth in Western Sydney including targeting overseas investors and incentives for business.*
- *Investigate opportunities for a greater concentration of retail, services and housing around Kingswood Station.*

Alongside the above priorities, a range of catalytic projects and infrastructure have been announced for Western Sydney that will see a substantial change in the accessibility and economic diversity of the region over the coming decades including:

- Significant upgrades to critical roads in the WSEA (including Old Wallgrove Road);
- Delivery of a new road network for the Broader WSEA; and
- Commitment to the delivery of the Western Sydney Airport at Badgerys Creek.

The delivery of these critical projects will not only result in direct changes to the context of the WSEA in terms of infrastructure and services, but will also result in significant changes to the character and landscape of the region, converting existing rural lands into active employment precincts. In particular, the delivery of Badgerys Creek Airport will permanently alter the land use pattern of the Broader WSEA, through changes to the surrounding environment in terms of noise, traffic and air quality.

The changing context of the OSE will only reinforce its role as a critical component of a strategically important employment hub, serving the direct and indirect needs of the growing Western Sydney region, including the future proposed airport at Badgerys Creek.

The proposed development for a Toyota Warehouse and Distribution centre is wholly consistent with the broader strategic framework for the locality and broader WSEA area.

5.2. STATE SIGNIFICANT DEVELOPMENT

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

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

The proposed development triggers the State Significant Development provisions in accordance with the *State Environmental Planning Policy (State and Regional Development) 2011* as outlined in **Section 5.5**.

5.3. PERMISSIBILITY

Site 3B is currently zoned IN1 – General Industrial under the WSEA SEPP.

The objectives for IN1 zones are as follows:

- *To facilitate a wide range of employment-generating development including industrial, manufacturing, warehousing, storage and research uses and ancillary office space.*
- *To encourage employment opportunities along motorway corridors, including the M7 and M4.*
- *To minimise any adverse effect of industry on other land uses.*
- *To facilitate road network links to the M7 and M4 Motorways.*
- *To encourage a high standard of development that does not prejudice the sustainability of other enterprises or the environment.*
- *To provide for small-scale local services such as commercial, retail and community facilities (including child care facilities) that service or support the needs of employment-generating uses in the zone.*

The WSEA SEPP identifies ***warehouse and distribution centres*** as a permissible use for the site. Accordingly, the proposed warehouse and distribution facility operated by Toyota for the storage and distribution of spare parts for motor vehicles is permissible with consent.

5.4. CONSENT AUTHORITY

The Minister for Planning is the consent authority pursuant to Section 89D of the EP&A Act 1979. Subject to meeting the required delegation criteria the application may be determined by the Executive Director, Key Sites and Industry Assessments.

The delegated functions to determine SSD applications are based on the following criteria:

- *the relevant local council has not made an objection to the application; or*
- *a political donation and gift disclosure statement has not been made; or*
- *there are less than 25 public submissions in the nature of objections.*

5.5. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

5.5.1. Considerations under Section 79C of the EP&A Act 1979

Section 79C of the EP&A Act 1979 sets out the factors consent authorities must take into account when making decisions under the Act. This EIS provides an assessment of the matters specified under Section 79C as detailed in the following sections. The assessment determines that the proposed development is consistent with the requirements of Section 79C of the EP&A Act 1979.

5.5.2. Objects of the EP&A Act 1979

The objects of the are provided in Section 5 of EP&A Act. The objects of this Act are assessed in **Table 7.**

Table 7 – Objects of the EP&A Act 1979

Section 5 Object	Consideration
(a) (i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better	The proposed development is consistent with the Concept and Stage 1 Approval which provided a detailed assessment of the impacts of the development of the OSE on natural and artificial resources. The proposal will benefit the community through the generation of 138 operational jobs and approximately 1,200 full time equivalent jobs are anticipated during construction.

Section 5 Object	Consideration
environment,	
(ii) the promotion and co-ordination of the orderly and economic use and development of land,	The proposed development for a warehouse and distribution centre is considered to promote the orderly and economic use of industrial land within the WSEA and is consistent with the objectives of the WSEA SEPP.
(iii) the protection, provision and co-ordination of communication and utility services,	As part of the proposed development of Site 3B, essential services and utilities will be provided in accordance with requirements of the relevant utility provider and in consideration of existing infrastructure capacity. The proposed development is therefore consistent with this object.
(iv) the provision of land for public purposes,	Not applicable to the development of Site 3B.
(v) the provision and co-ordination of community services and facilities, and	Not applicable to the development of Site 3B
(vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and	The proposal has included specific mitigation measures to minimise impacts to the environment and will also operate in accordance with the relevant conditions of consent for the Concept and Stage 1 SSDA 6917.
(vii) ecologically sustainable development, and	The proposed development has provided a range of sustainability commitments to promote ESD and reduction of Greenhouse Gasses.
(viii) the provision and maintenance of affordable housing, and	Not applicable to the development of Site 3B
(b) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and	It is expected that the proposed development will be referred to relevant government agencies for comment. Specific agency recommendations will be reviewed and responded to following the exhibition period.
(c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.	The proponent has undertaken detailed consultation with stakeholders in the preparation of the EIS and will respond to any submissions received following the exhibition period.

5.5.3. Ecologically Sustainable Development

Section 4 of the EP&A Act states that Ecologically Sustainable Development: *"has the same meaning it has in section 6 (2) of the Protection of the Environment Administration Act 1991."* The *Protection of the Environment Administration Act 1991* defines Ecologically Sustainable Development as follows.

Ecologically sustainable development *requires the effective integration of economic and environmental considerations in decision-making processes. Ecologically sustainable development can be achieved through the implementation of the following principles and programs:*

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

In the application of the precautionary principle, public and private decisions should be guided by:

> *(i) careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and*
>
> *(ii) an assessment of the risk-weighted consequences of various options,*

(b) inter-generational equity—namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,

(c) conservation of biological diversity and ecological integrity—namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,

(d) improved valuation, pricing and incentive mechanisms—namely, that environmental factors should be included in the valuation of assets and services, such as:

> *(i) polluter pays—that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,*
>
> *(ii) the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,*
>
> *(iii) environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.*

Conditions of Consent imposed on the Concept and Stage 1 SSDA 6917 require future development applications within the OSE to demonstrate how the development incorporates the principles of ESD in the design, construction and on-going operation of the development. SEARs issued for the project also required an assessment of the ESD and Energy Efficiency measures to be implemented. To this end a Sustainability Management Plan has been prepared and is included at **Appendix K** and discussed in **Section 6.9**.

5.6. ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000

This document is consistent with the minimum requirements for Environmental Impact Statements in clauses 6 and 7 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000.*

5.7. OTHER APPROVALS

5.7.1. NSW ROADS ACT 1973

Under section 89K of the EP&A Act, other approvals may be required and must be approved in a manner consistent with any Part 4 consent for the SSD under the EP&A Act. Section 138 of the *Roads Act 1973* requires the consent of NSW Roads and Maritime Services (RMS) for work in, on, under or over a public road. The Estate Roads are not currently public roads however if these roads become public prior to the construction of vehicular crossings into Site 3B, then the necessary approvals will be obtained for any such works.

5.8. CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS

5.8.1. State Environmental Planning Policy (State and Regional Development) 2011

Schedule 1, Group 12 of the SRD SEPP identifies development for the purposes of 'warehouses or distribution centres' to be SSD if it:

> *'has a capital investment value of more than **$50 million for the purpose of warehouses or distribution centres** (including container storage facilities) at one location and related to the same operation.'*

The works for Site 3B of the OSE (incorporating infrastructure and building works) have a value of approximately $57,606,000 million. Further in accordance with Clause 12, the proposal comprises part of a staged SSD for the entire OSE. The project is therefore appropriately characterised as SSD and approval is sought via 89E of the Act for SSD. The Minister for Planning is the consent authority.

5.8.2. State Environmental Planning Policy (Infrastructure) 2007

Subdivision 2 Clause 45 of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) applies to development adjacent to an Electricity Easement and requires the consent authority to give written notice to the electricity supply authority for the area in which the development is to be carried out and invite comments about potential safety risk.

As Site 3B is adjacent to the Transgrid Easement it is expected that the subject SSDA should be forwarded to TransGrid for comment pursuant to Clause 45 of the ISEPP.

Clause 104 of the ISEPP provides for certain proposals, known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services for concurrence.

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

- 20,000sqm or more in GFA with site access to any road; or
- 5000sqm or more in GFA where the site has access to a classified road or to a road that connects to a classified road (if access is within 90 metres of connection, measured along the alignment of the connecting road).

The proposed development will create some 36,000m^2 of warehousing GFA and 2,220m^2 of associated office space. Whilst the proposal is for warehousing development rather than industrial development, the traffic generating potential is still likely to trigger the need for referral to the RMS under the provisions of ISEPP 2007.

A traffic impact assessment has been prepared by Ason Group. This report is provided at **Appendix D**. The report addresses matters required by the SEARs and those requested for consideration by the RMS.

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

The WSEA SEPP is the principal EPI applying to the OSE and establishes the zoning and core development controls for the site. The relevant provisions of the WSEA SEPP are discussed in relation to the proposed development of Site 3B of the OSE in **Table 8.**

Table 8 – WSEA SEPP Compliance Table

Clause	Provision	Comment	Addressed in Section
Cl. 3 – Aims	Clause 3 aims to protect and enhance the WSEA for employment purposes.	The proposed warehouse development for Development Site 3B of the OSE will generate and industrial and employment use, which is consistent with the overarching aim of the WSEA SEPP.	N/A
Cl. 10- Land Use Zoning	Site 3B of the OSE is zoned IN1 – General Industrial pursuant to this clause.	The proposed development is permissible in the IN1 zone and consistent with the zone objectives.	Addressed in **Section 5.3**

Clause	Provision	Comment	Addressed in Section
Cl. 18- Development Control Plans	Clause 18 requires that a DCP be in place before consent can be granted for development within the WSEA.	An assessment against the core precinct development controls proposed within the approved Concept and Stage 1 SSDA 6917 for the OSE has been undertaken within this EIS at Section	Addressed in **Section 5.8.9**
Cl. 20 – Ecological Sustainable Development	Clause 20 requires that developments contain measures to minimise the consumption of potable water and greenhouse gas emissions.	The proposed development has been designed in consideration of these requirements.	Addressed in **Section 6.9** and Sustainability Management Plan at **Appendix K.**
Cl. 21 – Height of Buildings	Clause 21 requires that building heights for proposed development adequately respond to site topography and preserve the amenity of adjacent residential areas.	The building height of the proposed development is 13.7 which is less than the maximum building height of 15m as adopted for the OSE within the consent for the Concept and Stage 1 SSDA for the OSE and has been established in consideration of the site context, topography and visual impact.	Detailed in **Section 4** and DCP Compliance Table at **Section 5.8.9.**
Cl. 22 – Rainwater Harvesting	Clause 22 requires that adequate arrangements are made to connect the roof areas of buildings to any rainwater harvesting scheme approved by the Director General.	Details of proposed rainwater harvesting for the proposed development for Site 3B has been provided within the accompanying documentation for this EIS.	Addressed in **Section 6.4** and stormwater concept plans at **Appendix G.**
Cl. 23 – Development Adjoining Residential Land	Clause 23 requires that the consent authority consider certain matters in relation to development proposals within 250 metres of land zoned primarily for	Site 3B has been identified as >250m from the nearest residential receptors and therefore this clause does not apply.	Traffic impacts addressed at **Section 6.1** Acoustic Impact addressed at **Section 6.3** Landscaping addressed at **Section 4.10** and

Clause	Provision	Comment	Addressed in Section
	residential purposes.		**Appendix E** Visual impact addressed at **Section 6.2.3**
Cl.24 – Development Involving Subdivision	Clause 24 requires the consent authority to consider the following maters in relation to subdivision: – 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.	The proposed development does not include subdivision	N/A
Cl. 25 – Public Utility Infrastructure	Clause 25 requires that adequate arrangements be made for the provision of essential public utility infrastructure prior to development consent being granted.	All necessary public utility infrastructure and services will be provided to the site as approved by SSDA 6917.	Addressed in **Section 6.7.**
Cl. 26- Proposed Transport Infrastructure Routes	Clause 26 requires that the consent authority consider any comments of the Director-General as to the compatibility of the development with proposed transport	The proposal will integrate and be compatible with surrounding planned transport infrastructure routes. The internal estate roads link to Old Wallgrove Road which link to the M7and M4	Addressed in **Section 6.1** and TIA report at **Appendix B.**

Clause	Provision	Comment	Addressed in Section
	infrastructure routes.	Motorways which are key regional roads.	
Cl. 29 – Industrial Release Area	Clause 29 requires that development obtain formal certification that satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services prior to consent being granted.	Contributions Obligations were provided in the EIS for the OSE Concept Plan SSDA. The Assessment report for the Concept and Stage 1 SSDA states that the Deputy Secretary has confirmed that satisfactory arrangements are in place for the proposed development.	Addressed in **Section 6.10**
Cl. 31 – Design Principles	In relation to development proposals, clause 31 requires that the consent authority consider whether.	The proposed development reflects the key development principles which apply under the approved Oakdale South Concept Proposal and Stage 1 SSDA.	The principles and design responses for the proposed development of Site 3B are addressed below.
31 (a)	The development of a high quality design.	The detailed design of the proposal is for a high quality, state of the art warehouse and distribution facility which has been specifically designed to meet the needs of Toyota. The design will incorporate ESD and Energy Efficiency principles.	ESD addressed in **Section 6.9** of the EIS and in accompanying Sustainability Management Plan and Report at **Appendix K.**
	a variety of materials and external finishes for the external facades are incorporated	A variety of materials and finishes have been proposed. The office component of the building adds visual variety and articulation to the proposed façade breaking up the general warehouse 'box' structure.	Refer to accompanying architectural plans at **Appendix C.**

Clause	Provision	Comment	Addressed in Section
	High quality landscaping is provided	A detailed landscaping scheme for the site has been provided which ties in to the overall landscape scheme for the OSE.	Refer to **Section 4.10** and accompanying landscape plans at **Appendix E.**
	The scale and character of the development is compatible with other employment-generating development in the precinct concerned.	The scale and character of the proposed warehouse and distribution building is compatible with the approved Concept and Stage 1 SSDA for the OSE. Accordingly the development is consistent with other employment generating development within the OSE Precinct 3.	Addressed in site specific DCP compliance table at **Section 5.8.9** of the EIS.

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

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33) requires the consent authority to consider whether an industrial proposal is potentially hazardous or comprises 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).

A report has been prepared addressing the relevant provisions of SEPP 33 and is included at **Appendix L.**

The report concludes:

> *"based on the analysis conducted in this SEPP33 study for the proposed Toyota Warehouse at the OIE, NSW, it is identified that the quantities of DGs proposed for storage and handling at the warehouse do not exceed the maximum permissible threshold quantities listed in Applying SEPP33. It is therefore concluded that SEPP33 does not apply to the proposed Toyota Warehouse located within the OSE."*

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

Under the provisions of *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55), where a development application is made concerning land that is contaminated, the consent authority must not grant consent unless:

> *a) It has considered whether the land is contaminated, and*
>
> *b) if the land is contaminated, it is satisfied that the land is suitable for the purposes for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

As required by the DP&E a detailed investigation of contamination on the site was carried out as part of the OSE Concept Proposal and Stage 1 SSDA. This Limited Scope Phase II Environmental Site Assessment (ESA) in March 2016 was undertaken by AECOM. Based on the available data this ESA concluded

- *Significant soil contamination-related constraints to the commercial/industrial development of the Site have not been identified.*
- *Site soils, as investigated, are considered suitable for commercial/industrial land use.*
- *The potential for groundwater contamination to be present that would preclude Site suitability for the proposed development is considered to be low based on the Site history and results of this investigation.*

Subsequent to the issue of the ESA report, Goodman advised that the SSDA Masterplan dated 04 September 2015 has been slightly revised to the SSDA Masterplan dated 25 May 2016 (subject of the section 96 modification application)

With respect to the SSDA Masterplan dated 25 May 2016, AECOM advised that no further contamination assessment was necessary to assess Site suitability for commercial/industrial land use, based on:

- The footprint of the proposed revised Masterplan being substantially similar to the 04 September 2015 version.
- There would be no reason for any changes to have occurred to the contamination status of Site soils since completion of the ESA.

In addition to the above Goodman will adopt an unexpected finds protocol in relation to as part of the estate wide infrastructure works in the unlikely event that any contamination is encountered on site to ensure it is properly handled and disposed of.

The Department stated within its assessment report for the Concept and Stage 1 approval that it considers the site is fit for its intended purpose of warehousing and distribution uses and is consistent with the aims, objectives and provisions of SEPP 55. It is therefore considered that the development of Site 3B is fit for the intended purpose and also consistent with the aims and objectives of SEPP 55.

5.8.6. State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007

Clause 13(1) of *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007* applies to an application for consent for development on land that is, immediately before the application is determined:

(a) in the vicinity of an existing mine, petroleum production facility or extractive industry

Before determining an application to which this clause applies, the consent authority must consider

(i) the existing uses and approved uses of land in the vicinity of the development, and

(ii) whether or not the development is likely to have a significant impact on current or future extraction or recovery of minerals, petroleum or extractive materials (including by limiting access to, or impeding assessment of, those resources), and

(iii) any ways in which the development may be incompatible with any of those existing or approved uses or that current or future extraction or recovery, and

The assessment report for the Concept and Stage 1 SSDA determined that

> *"development of the OSE for a warehousing and distributing complex will sterilise the ability to recover the clay/shale resources for brick manufacture."*

However the Department determined that this was

> *"an acceptable outcome as extractive industries are prohibited within IN1 and E2 zoned land under the WESEA SEPP and the Department of Industry, Resources and Energy raised no objection and advised potential mineral resource issued have been addressed in the EIS."*

Accordingly it is considered that the development of Site 3B in a manner consistent with the concept and Stage 1 approval is acceptable development outcome.

5.8.7. State Environmental Planning Policy No. 64 – Advertising and Signage

State Environmental Planning Policy No. 64 Advertising and Signage (SEPP 64) applies to the assessment of development applications for signage that

> *(a) … under another environmental planning instrument that applies to the signage, can be displayed with or without development consent, and*
>
> *(b) is visible from any public place or public reserve.*

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) that the signage is consistent with the aims/objectives of the Policy, and*
>
> *(b) that the signage satisfies the assessment criteria specified in Schedule 1 of the SEPP.*

Signage that is erected in accordance with the established design parameters is considered to be compatible with the stated aims as it will provide only for business identification purposes and will not be out of context for the locality or intended purpose.

- Signage proposed as part of the SSDA will comprise a combination of building identification signage, way-finding signage and pylon signage. Signage details are provided below and in the Signage Details plan OAK TOY DA 10 (C) provided within the Architectural Plans at **Appendix C**.
- **S1 – 1** 1.5m x 0.75m x 0.125m pylon directional sign at the truck exit point to Estate Road 1 in the south eastern corner of the site.
- **S1 – 2** 1.5m x 0.75m x 0.125m pylon direct adjacent to the truck entry point from Estate Road 4 in the north eastern corner of the site.
- **S2** - 1.5m x 0.75m x 0.125m pylon directional sign at the car entry/exit points from Estate Road 4 to the north.
- **S3** – Pedestrian fence directional sign adjacent to pedestrian entry from Estate Road 4 to the north.
- **S4** – A 6.560m x 1m "NSW Parts Centre" business identification flush wall sign on the Eastern and Northern elevations.
- **S5 –** A 3.870m x 1m "TOYOTA" business identification flush wall sign on the Eastern and Northern elevations adjacent to **S4** above.
- **S6** – A 10m x 2.25m x 0.5m high illuminated pylon sign at the north eastern corner of the site facing north south to be visible when approaching the site from Estate Road 1.
- **S7 –** A 20.820m x 5.805m "TOYOTA" Red illuminated box light lettering on the northern elevation of the warehouse building.

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 9** below.

Table 9 – 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.

Criteria	Proposal Compliance
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.
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 others 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 signage will not present as the dominant visual

Criteria	Proposal Compliance
the site or building, or both?	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.
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.

Having regard to this assessment against the Schedule 1 criteria above, it is considered that 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.

5.8.8. Sydney Regional Environmental Plan No 9 - Extractive Industry (No 2 - 1995) (SREP No. 9)

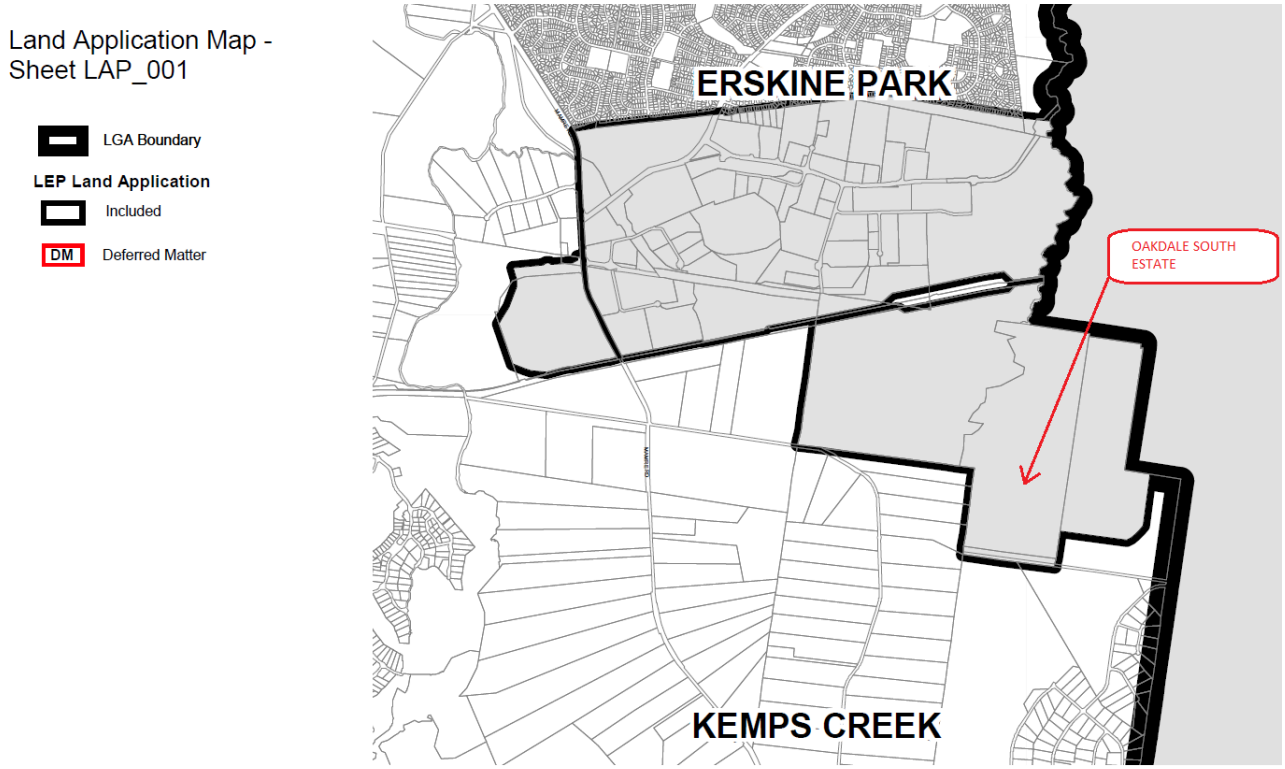
SREP No 9 aims to facilitate the development of extractive resources in proximity to the population of the Sydney Metropolitan Area by identifying land which contains extractive material of regional significance, and to ensure consideration is given to the impact of encroaching development on the ability of extractive industries to realise their full potential.

Clause 4 of the SREP states that the plan prevails to the extent of any inconsistency between it and another EPI except a SEPP. The site is zoned IN1 – General Industrial under the WSEA SEPP. Extractive industries are prohibited development in the IN1 zone. Accordingly the provisions of the WSEA SEPP prevail over SREP 9.

5.8.9. Local Planning Controls

As shown on the Land Application Map accompanying Penrith LEP 2010 at **Figure 6** the Penrith LEP 2010 does not apply to the OSE.

Figure 6 – Penrith LEP Land Application Map Extract (Source: Penrith City Council)



Notwithstanding the above it is noted that 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 which includes Site 3B.

Condition B11 of the Development Consent for SSD 6917 requires that development within the OSE is consistent with the development controls as detailed within **Table 10.**

Table 10 – Site Specific DCP Assessment Table

Development Aspect	Control	Comment
Setbacks	To Southern Link Road - 20m Estate roads within the Oakdale South Estate – 7.5m Rear and Side Boundaries – 5m Side Boundaries within the Oakdale South Estate – 0m (subject to compliance with fire rating requirements)	Setback to Estate Road 1 (Collector Road) – Predominantly 62.69m to warehouse and 59m to loading dock office. Setback to Estate Road 4 (local estate road) – 23m to office and 40m to warehouse Side Boundary to Lot 3D – 8.5m

Development Aspect	Control	Comment
		Side Boundary to Lot 3C - 8.5m
Building Height	Maximum 15m	The building height proposed is 13.7m ridge height with a 2 degree roof pitch to the eaves.
Lot Size	Minimum lot size: 5,000m2	According to the proposed modified layout the proposed lot size is 64,290m^2
Minimum Frontage	Minimum frontage (excluding cul-de-sacs): 40m. Minimum lot width at building line: 35m	Site frontage and lot width at the building line is 274.050m Lot size responds to contemporary industrial development standards and requirements and the needs of modern industrial operations. The proposed lot size provides sufficient area for unrestricted heavy vehicle access and manoeuvring, loading and car parking. Lot size and dimension will maximise efficiencies in the construction process.
Site Coverage	Maximum site coverage: 65%	Site coverage is 60%.
Signage	The Applicant shall ensure that a maximum of one illuminated sign is placed on an elevation of each warehouse building. The warehouse elevation with illuminated signage shall be orientated away from residential areas.	As per the signage details, only one illuminated sign is proposed on the northern elevation.
Car Parking	On-site car parking for the OSE to be provided at the following rates: – 1 space per 300m2 of warehouse GFA – 1 space per 40m2 of Office GFA – 2 disabled spaces for every 100 car parking spaces.	Warehouse GFA – 44,802m^2 – Includes: Warehouse, Mezzanine Forklift Charge, Store and Warehouse Amenity. 149 spaces required. Office GFA – 1654m2 – 41 spaces Total - 190 spaces required

Development Aspect	Control	Comment
		Total accessible spaces required 4 Parking is proposed to be provided at the following rates. 159 spaces 32 Provisional on hardstand area. 3 accessible spaces within in car park and 1 additional space within hardstand area. The proposal provides a total of 191 spaces, including the additional provisional parking on the hardstand area. The provision has been based on specific end user requirements of Toyota and as such is considered acceptable.
Landscaping	Minimum Landscaped Setbacks: Local Estate Road: Average of 50% of setback along the frontage. Side boundary: no minimum requirement Rear boundary: 2.5m.	The proposed percentage of landscaping along the two road frontages has been measured as follows. Estate Road 1 – 95.55% Estate Road 4 – 83.41% Given that the site is a corner allotment with boundaries to adjoining development sites, it could be argued that both setbacks are side setbacks and therefore no minimum rear boundary landscape setback is required. Nevertheless it is noted that a 1.5m landscaping is provided along the majority of the western boundary between Site 3B and Site 3D. The proposed landscaping balances the need for amenity and functionality on the estate with the needs of the proposed end user.

Development Aspect	Control	Comment
		The landscaping will communicate a consistent brand and identity with the adjoining sites and will provide appropriate transitions between public and private domain and between developable and non-developable lands on the site. Planting will predominantly include endemic species and be in accordance with the planting schedule provided within the suite of Landscaping Plans.

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6. SITE CONSTRAINTS AND IMPACT MANAGEMENT

Detailed consideration of site constraints and issues was undertaken across the entire OSE as part of the approved Concept and Stage 1 SSDA. The SSDA for the OSE layout assessed in detail the natural and cultural aspects of the overall site including:

- Biodiversity (Flora and Fauna);
- Estate-wide Traffic and Transport requirements including traffic generation and regional road capacity;
- Waterways and Riparian Land;
- Urban Design and Visual Impact;
- Soil and Water;
- Infrastructure;
- Acoustic Impacts;
- Air Quality;
- Heritage (Indigenous and Non Indigenous);
- Greenhouse Gas and Energy Efficiency; and
- Waste Management.

Figure 7 illustrates the key constraints identified on the site which were considered within the approved concept proposal and **Figure 8** illustrates the key constraints in relation to the site layout as proposed to be modified. Any change in impact that is proposed by virtue of the amended estate layout will be assessed as part of the current s96 modification proposal before DP& E.

Overall it is considered that generally there will be no further impacts on areas of environment or cultural sensitivity than those identified within the EIS for the approved Concept and Stage 1 SSDA 6917. Only those matters identified in the SEARs for Site 3B have been identified as requiring further discussion and assessment within this EIS as part of the broader Stage 1 Consent framework. These include:

- Car parking provision and traffic generation (both construction and operational).
- Urban Design and Visual Impact.
- Construction and operational noise and vibration.
- Soils and Water.
- Air Quality.
- Waste Management.
- Infrastructure and Services.
- Heritage (Indigenous and Non-Indigenous).
- Sustainability Management.
- Contributions.
- Building Code of Australia.
- Fire Safety.

The following sections provide an assessment of the above matters.

Figure 7 – Site Constraints Diagram – Approved Stage 1 Concept Plan Layout SSDA (Source: Goodman)

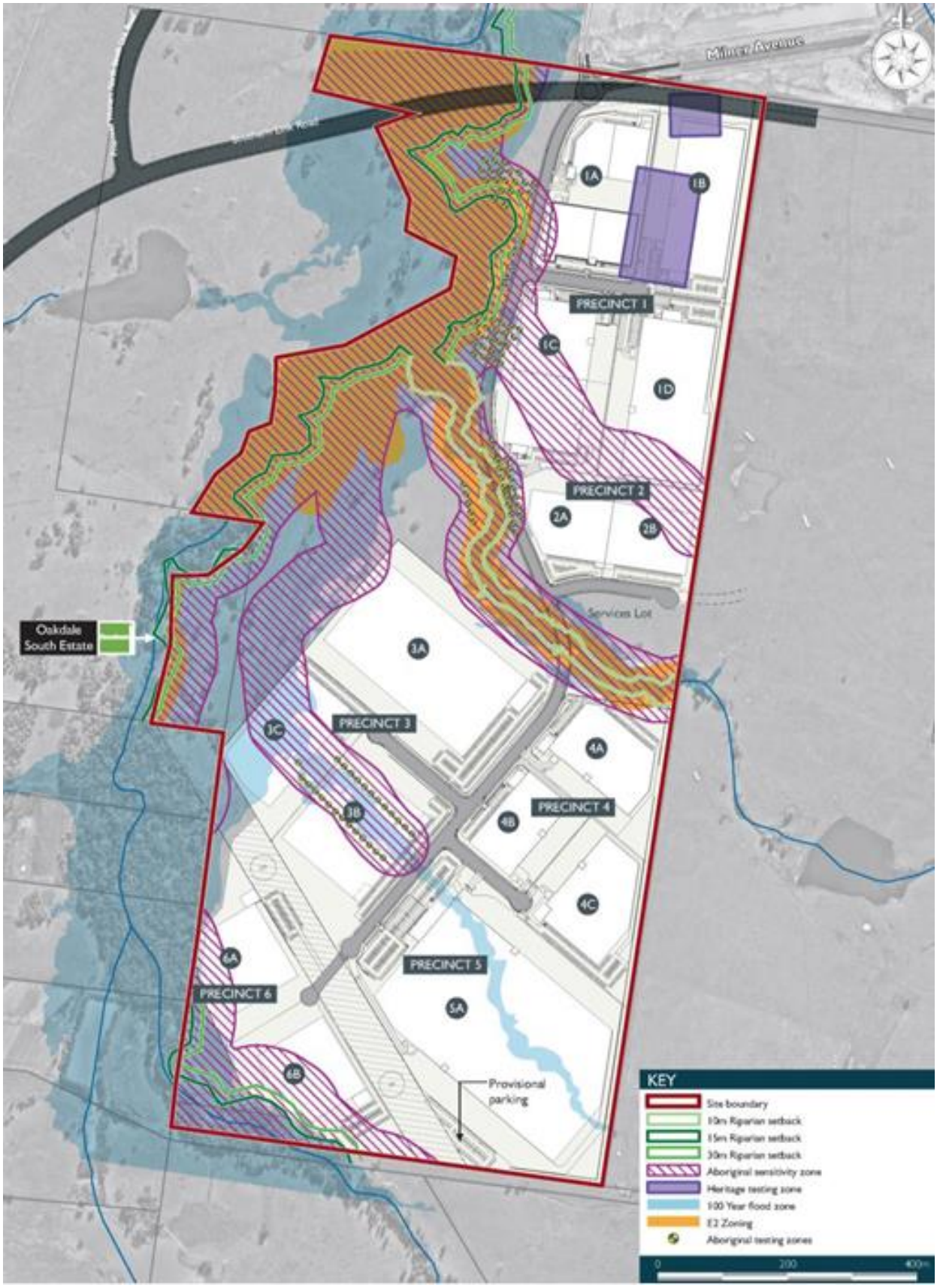
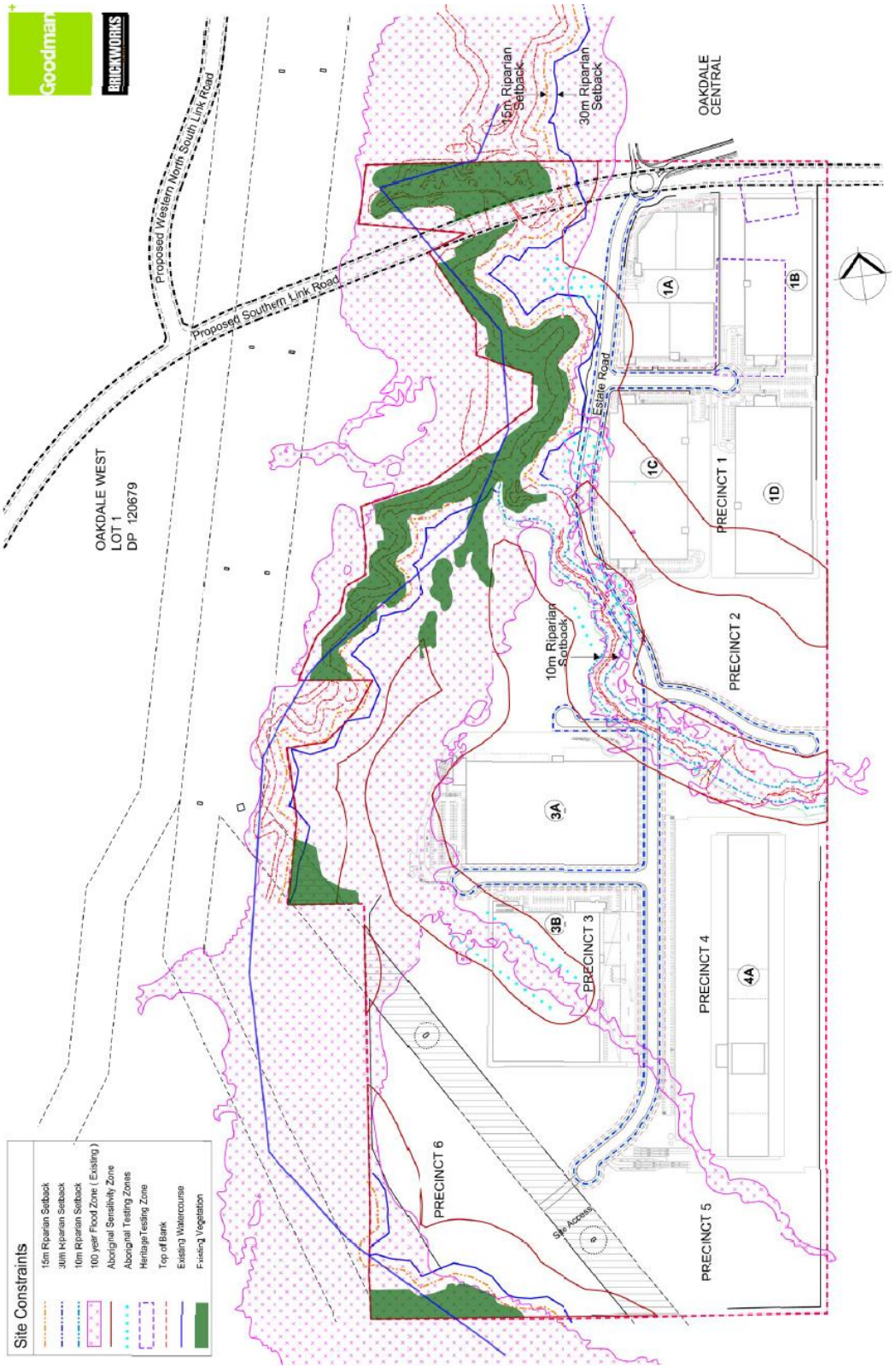


Figure 8 – Section 96 Constraints Diagram (Source SBA Architects)



6.1. TRAFFIC AND TRANSPORT

Full details of the traffic and parking assessment for Site 3B can be found the Traffic Impact Assessment prepared by ASON Group provided at **Appendix D.**

6.1.1. OSE Stage 1 SSDA

The layout of the internal road network and on-site parking provisions can be seen in the proposed Site Plan at **Figure 4** and included in architectural plans at **Appendix C** of the EIS. The broader road network will be in accordance with the approved OSE Stage 1 Layout as proposed to be modified by the current section 96 modification application.

All access and connections w OSE were considered as part of the approved Stage 1 Concept Plan SSDA. The approved SSDA provided a detailed analysis of the traffic generation of the entire OSE at a local and regional level. This analysis also included an assessment of the potential impact on safety and/or capacity of the surrounding road network. The impact of traffic was deemed acceptable subject to conditions.

6.1.2. Traffic Impacts

The TIA has undertaken an assessment of the operational traffic associated with the development of Site 3B. The TIA notes that the impacts of the proposal are consistent with that assessed under the Masterplan and subsequent section 96 and are therefore acceptable. The TIA also provides a detailed response to SEARs issued by the DP&E on 29 June 2016

In terms of the broader OSE, the balance of the generation, assumed for Precincts 2, 3 and 6, are outlined in **Table 11.**

Table 11 – Traffic Generation (Source: Ason Group)

Item	Area	Peak Hour Generation (vph)	Daily Generation (vpd)
Approved	164,422	268	3,111
Lot 3B	38,456	63	728
Balance	125,966	205	2,383

The TIA notes that the regional road and intersection upgrades currently being delivered would be more than adequate to cater for the traffic generated by the Proposal, which is consistent with the planning for the WSEA. Accordingly, the report states that no further road upgrades are considered to be required to support the proposed development.

6.1.3. Operational Traffic

Traffic generation has been assessed in accordance with the traffic generation rates provided in the *RMS Technical Direction 04a: Traffic Generated Developments* – Updated traffic surveys. The assessment has resulted in the following indicative peak hourly and daily traffic movements:

- 63 vehicles per hour during the morning and evening peak
- 728 vehicles per day

It has been assessed that the proposal is expected to generate in the order of 63 vehicles /hr during peak periods with approximately 50 in and 13 out in the morning peak with the reverse during the evening peak hour. Of these anticipated traffic movements it is expected that roughly 10% of all movements will be associated with commercial vehicles equating to approximately 6 vehicles /hr during the morning and evening peak hour and 135 daily vehicle movements.

Based on the above, the traffic impacts of the proposed development are considered to be consistent with the approved Concept and Stage 1 SSDA and also the subsequent Section 96 application currently being assessed. As such, the operational impacts from the development of Site 3B on vehicle access routes and nearby intersections are considered to be acceptable.

6.1.4. Construction Traffic

Construction traffic volumes have been assessed to be lower than the operational traffic volumes anticipated for the proposed development. Construction vehicles are expected to access the site via the M7/M4 Motorways, Wallgrove Road, OWR and Milner Avenue. As such, the TIA anticipates some impacts on intersections along this route. However, as it has been assessed that the key intersections along this route will perform satisfactorily once the proposal is completed the TIA concludes that these affected intersections will be able to satisfactorily accommodate the lower volumes of construction traffic.

6.1.5. Access

Access to the site is proposed via four operational driveways including:

- An entry driveway for commercial (heavy) vehicles only, from the east end of Estate Road 4;
- An exit driveway for commercial (heavy) vehicles only, onto Estate Road 1 from the south eastern corner of the site; and
- Two entry/exit driveways for passenger vehicles, one approximately midway along Estate Road 4 and one at the western end of Estate Road 4, for access to the car park.

Site access, internal circulation and car parking arrangements have been designed in accordance with the requirements of Penrith City Council's DCP and the relevant Australian Standards (i.e. AS2890.1, AS2890.2 and AS2890.6). The proposed access arrangements will ensure the following:

- Vehicles are able to enter and exit from the site in a forward direction;
- That pedestrian crossing distances at the driveways are minimised;
- Separate circulation networks are provided for commercial vehicles and passenger vehicles top ensure conflict is avoided;
- The proposed truck access point and circulation system will be capable of accommodating vehicles up to and including 26.0m B-Doubles; and
- Adequate sight distance is provided to oncoming traffic or pedestrians on the public roadway or footpath.

6.1.6. Road Safety and Capacity

As discussed in section 6.1.3, the proposed development has been assessed to generate 63 vehicles per hour which is within the approved traffic generation rate for the OSE for Precincts 2, 3 & 6.

This estimate is based on the application of the *RMS Technical Direction*, which is within the approved OSE traffic generation rates for Precincts 2, 3 & 6. As demonstrated within **Table 11**, a balance of 205 vehicles per hour remains for use by future developments within these precincts.

The traffic generation for the future development of the OSE will be individually assessed in subsequent development applications. It is noted that no new roads or upgrades are required to support the development and as such a further detailed analysis of road safety and capacity is not required.

6.1.7. Dangerous Goods

In response to SEARs, Goodman has prepared a Dangerous Goods Transport Incident Management Strategy (DGTIMS). This strategy will be implemented by Toyota in its entirety to ensure appropriate mitigations measures are in place to manage incidents involving the transport of Dangerous Goods (**DGs**). This report is included at **Appendix M.**

The DGTIMS identifies that the primary DG to be transported to and from the site will be Batteries – corrosives.

The strategy outlines the various legislative requirements in accordance with *Clause 152 of the Dangerous Goods (Road and Rail Transport) Regulation 2014*

The strategy details the roles and responsibilities in relation to the transport of DGs these include the responsibilities of both the vehicle driver and the prime contractor. These responsibilities include incident notification including relevant emergency authorities. The prime contractor is additionally responsible for

recording the details of any incident to provide to the relevant authorities within 21 days of an incident occurring.

The strategy also details the requirements for the Road Transport of Dangerous Goods as outlined in the *Australian Code for the Transport of Dangerous Goods by Road and Rail*: which includes requirements for ventilation, procedures during transport and route selection.

The strategy mandates the preparation of a Transport Emergency Response Plan prior to the transport of any Dangerous Goods and that it is expected that such plans will be prepared by prime contractors involved in the transport of Dangerous Goods to/from the Site. Details are provided on plan activation and response tasks, resources and preparedness.

The TERP should be made available to all relevant authorities that have responsibilities under the plan which may include some or all of the following.

- NSW Police
- NSW Fire Brigade
- NSW Environmental Protection Agency
- Roads and Maritime Service - Traffic Management Centre
- Warehouse Management
- Management of Freight / Transport Companies
- Individual Drivers

The strategy concludes that incident management in relation to the transport of Dangerous Goods will be satisfactorily addressed through documented policies and procedures, as required by law. This will involve the preparation of detailed TERPs by future freight contractors and operators storing Dangerous Goods. It is therefore a recommendation of this EIS that this strategy be adopted in its entirety within the impact mitigation measure as required by the SEARs.

6.1.8. Parking and circulation

Parking has been provided in accordance with rates approved by the Concept and Stage 1 SSDA consent 6917.

One hundred and ninety one (191) spaces will be provided within the proposed development. This provision includes 159 spaces within the main car park and an additional 32 (if required) within the provisional hardstand area. The parking has been based on specific end user requirements of Toyota. When the two areas are combined the provision exceed the minimum requirements of the approval for the OSE.

Four (4) accessible spaces are provided including three (3) spaces within the main car park area and one (1) additional space within the hardstand area should this parking area be required.

Whilst it is anticipated that the majority of employees will arrive by private transport, end-of-trip cycling facilities (i.e. lockers, showers and change rooms) will be provided on-site to accommodate and encourage cycling to work as an alternative to private vehicle travel. A sustainable travel plan will also be implemented to encourage reduction in private vehicle usage.

6.1.9. Sustainable Travel Plan

The TIA provides a Sustainable Travel Plan (STP) which details measures to promote alternative travel methods to reduce overall private vehicle use of employees to the site. The objectives of the STP are to:

- Reduce the environmental footprint of the development;
- Promote the use of ‘active transport’ modes such as walking and cycling, particularly for short medium distance journeys;
- Reduce reliance on the use of private vehicles for all journeys; and
- Encourage a healthier, happier and more active social culture.

The plan gives priority to ‘active transport’ followed by ‘public transport’ and lastly ‘private vehicle transport’. **Table 12** provides details of the STP targets.

Table 12 – STP Targets (Source: ASON)

Travel Mode	Existing	Target
Walking	Walking 0%	Walking 5%
Cycling	Cycling 0%	Cycling 5%
Train	Train 1%	Train 2%
Bus	Bus 1%	Bus 10%
Car Passenger	Car Passenger 7%	Car Passenger 5%
Car Driver	Car Driver 89%	Car Driver 73%
Other	Other 2%	Other -

The TIA provides specific actions which will aid the achievement of the above targets. These include:

- Establish a site specific transport committee which is to include (but not be limited to) the Travel Plan Coordinator (TPC). The TPC will prepare a transport access guide (TAG), travel welcome pack and discuss travel demand management within team meetings as a regular agenda item.
- Provide strategies to promote walking and cycling.
- Requesting increased public transport services in line with the growth of the WSEA, updating employees on changes to services and routes through the TAG.
- Communicating the benefits of car-pooling and facilitate engagement by employees to encourage this as an alternative travel method.

The TIA notes that the STP should be subject to ongoing review by the TPC and be updated annually. The review of this plan should be based on the following key considerations:

- Update baseline conditions to reflect any changes to the transport environment in the vicinity of the site such as changes to bus services, new cycle routes, etc.
- Track progress against proposed travel mode targets.
- Identify any shortfalls and develop an updated action plan to address issues.
- Ensure travel mode targets are updated (if necessary) to ensure they are realistic and remain ambitious.

The STP will be adopted as a specific mitigation measure to ensure impacts from private vehicle use is minimised within the OSE.

6.1.10. Conclusion and Recommendations

The assessment of the potential traffic and parking implications of proposed development finds:

- There will not be any unsatisfactory traffic implications arising from either Construction or Operation of the proposed development of Site 3B.
- The proposed parking provision will be suitable and adequate.
- The proposed vehicle access arrangements will be appropriate and will accommodate all vehicles requiring access to the site in dedicated roadway systems for commercial and private vehicles respectively.
- The proposed internal circulation arrangements will be suitable and appropriate for the manoeuvring and standing of trucks and cars.

The following recommendations have been provided within the report

- End of trip cycling facilities will be provided on-site to accommodate and encourage cycling to work as an alternative to private vehicle travel. It is noted that although not provided by this development, a cycle path will be provided along the Estate Road 1 which will connect with shared paths along Old Wallgrove Road, connecting with the existing shared path along Lenore Drive to accommodate pedestrian and cycling trips. These paths will be subject to a separate approval.
- Traffic generation will be assessed in subsequent assessments for each development site within each development precinct within the OSE. The provision of 191 meets the minimum requirements of the car parking provisions for the OSE provided within the design controls approved as part of the Stage 1 SSDA for the OSE.
- The provision of 191 car parking spaces achieves minimum requirements of the car parking provisions for the OSE provided within the design controls approved as part of the Stage 1 SSDA for the OSE.
- A Sustainable Travel Plan (STP) will be adopted providing measures by which to promote alternative travel choices and reduce private vehicle usage of employees commuting to the site.

In addition to the above, a Construction Transport Management Plan (CTMP) forms part of the overall Construction Environmental Management Plan which is to be prepared and submitted with this SSD for the development of Site 3B following the test of adequacy.

6.2. URBAN DESIGN AND VISUAL

6.2.1. Site Specific Development Control Plan

The Concept and Stage 1 Approval SSD 6917included a suite of site specific Development Controls to inform and guide future built form on the Estate. An assessment of the proposed warehouse facility against this design framework is undertaken in **Section 5.8.9**. The proposal has been designed to be consistent with the provisions of this plan.

6.2.2. Layout and Design

The proposed layout and design is in accordance with the approved Concept and Stage 1 OSE layout as proposed to be modified. The site layout has been designed in response to the revised estate road network and public domain. The approved concept masterplan envisaged streets with shared way and pedestrian footways with varied street tree plantings to create a subtle road hierarchy and wayfinding /identification across the OSE.

The Toyota site layout has been carefully developed following a number of operational efficiency studies to ensure the most efficient pick and pack timeframes are achieved to expedite the pick and pack delivery process and ensure parts are distributed to the dealer network within the required timeframes. This includes consideration of all critical design dimensions of the facility including the warehouse size and proportions and location and size of the office and mezzanine.

Despite being orientated to the modified road layout, the proposed development of Site 3B is consistent with the overall intent of the masterplan which provided a number of initiatives to integrate landscape and architecture throughout the OSE.

Specific initiatives adopted in the design of the proposed Site 3B include:

- The reinforcement of important urban spaces, entries and boundaries of the site with appropriately selected and designed landscapes, trees, planters and garden areas.
- The Office component provides a useable outdoor space for external meeting, break-out and passive recreation activities.
- The extended awning and cantilevered roof structure together with double height space which will reinforce the entry experience.
- A perimeter access road for fire access.
- Large areas for loading and unloading of trucks allows for safe operational movement with minimal opportunity for conflict with office and visitor traffic.

The character, height and scale of the proposed warehouse and office building is consistent with approved controls and will blend in with the existing adjoining and nearby industrial sites . The proposed development will utilise a combination of similar building materials and elements which will further enhance the industrial character of the area.

The typical external façade material palette consisting of painted precast cast, painted cement dado panels, prefinished aluminium cladding and colorbond steel metal wall claddings will be used in various combinations to provide a high standard of building façade. Colours will be of neutral tones to warehouse buildings and office facades with additional swatches of “Toyota red” highlight colour to office areas for branding (Toyota) and the individual identification of the building.

The proposed office component provides extensive natural light and transparent, inspiring workspaces for the administrative functions on the Toyota site. The office space has been designed to a high standard of corporate contemporary work-space with high ceilings, visual connection to external spaces and landscapes, feature entry/ reception foyers that allow feature stair-ways and voids to socially and visually connect the proposed upper and lower levels. Environmental control will be achieved within the office through a range of façade strategies and screening devices including louvers and block glazing

The high standard of development sought for this site will encourage a higher level of building design to the adjoining vacant industrial sites within the immediate local area. A perspective of the proposed building is provided at **Figure 9.** Overall the design is consistent with the mix of design objectives and controls approved within the Concept and Stage 1 SSDA 6917.

Figure 9 - Toyota Visual Perspective (Source SBA Architects)

6.2.3. Visual Impact

The SEARs for the development of Site 3B require an assessment of the visual impacts of the proposed development. A Visual Impact Assessment Addendum (VIA) report has been prepared for the concurrent section 96 to ensure any potential visual impacts on surrounding private and public receivers are understood and appropriate strategies for mitigation of these impacts provided. This VIA is provided at **Appendix N.**

The location and siting of the approved and proposed Oakdale South Estate will reduce the overall visual impact of the proposal. Based on the range of mitigation measures proposed, the VIA demonstrates a low level of visual impact to the majority of public and private receivers around the site. The changing land use pattern of the surrounding land which includes the approved industrial development on the adjacent Jacfin land to the east of the Estate will also reduce the overall visual impact

The key areas assessed in the VIA include views from Greenwood Place, Capitol Hill Drive and Adlington Road. In these locations the visual impact will be mitigated by screening from existing landscape features, the proposed boundary landscape treatment to Oakdale South and distance from the site.

Condition E63 of SSD 6917 requires the proposal to maintain a 30 metre landscape setback to the southern boundary including a 5m landscape bund and 5m acoustic wall (consistent with the approved development). Based on the visual assessment and the mitigation measures required by the conditions it can reasonably be concluded that the proposed development on Site 3B will have an acceptable visual impact when viewed from land surrounding the the OSE for the following reasons:

- The proposed Toyota facility will be obscured from view in all of the views that have been assessed. This is because Site 3B is located centrally within the OSE and amongst other (future) large warehouse and industrial buildings of a similar height and scale.
- As shown in **Figure 11** the greatest potential impact from the OSE is likely to occur from View 6 (Pazit lands). However, the acoustic wall and increased 30m landscape buffer with 5m landscaped mound around the perimeter of the OSE site will mitigate these visual impacts. These works will be provided as part of the approved Stage 1 works as proposed to be modified by the Section 96 application to SSD 6917.
- The proposed building will be completely obscured from view by other future development closer to the southern and eastern boundaries of the OSE.
- The proposed development is consistent with the revised layout as proposed within the section 96.
- The built form of the proposed Toyota facility is below the maximum DCP height limit of 15m.
- The proposed signage is well below the ridgeline of 13.7m.

Figure 10 - View 6, proposed envelopes with approved noise wall, bunding and landscaping (Source: e8urban)

6.3. NOISE AND VIBRATION

Full details of the environmental acoustic assessment can be found in the Noise Impact Assessment (NIA) prepared by SLR provided at **Appendix F.** The report responds to the specific noise and vibration requirements as set out in the SEARs.

6.3.1. Assessment methodology

The operational noise has been assessed in accordance with the *NSW Industrial Noise Policy.* The assessment of the proposed development of Site 3B has adopted the Operational Noise Limits approved for the Stage 1 SSDA for the OSE. The Consent for SSD 6917 requires that noise generated by the operation of the development does not exceed the Maximum Allowable Operational Noise Limits as detailed within **Table 13.**

Table 13 – Maximum Allowable Operational Noise Limits (Source: SSD Consent 6917)

Location	Day	Evening	Night	
	$L_{Aeq\ (15\ minute)}$	$L_{Aeq\ (15\ minute)}$	$L_{Aeq\ (15\ minute)}$	$L_{A1\ (1\ minute)}$
L 1 North of Warragamba Pipeline	37	37	37	47
L2 Horsley Park	39	39	39	49
L3 Kemps Creek, Mt Vernon, Jacfin and Capitol Hill	40	40	40	48

Construction noise has been assessed in in accordance the *Interim Construction Noise Guideline, DECC, 2009.* The noise criteria for the construction are consistent with noise criteria provided within the NIA for the stage 1 SSDA for the OSE.

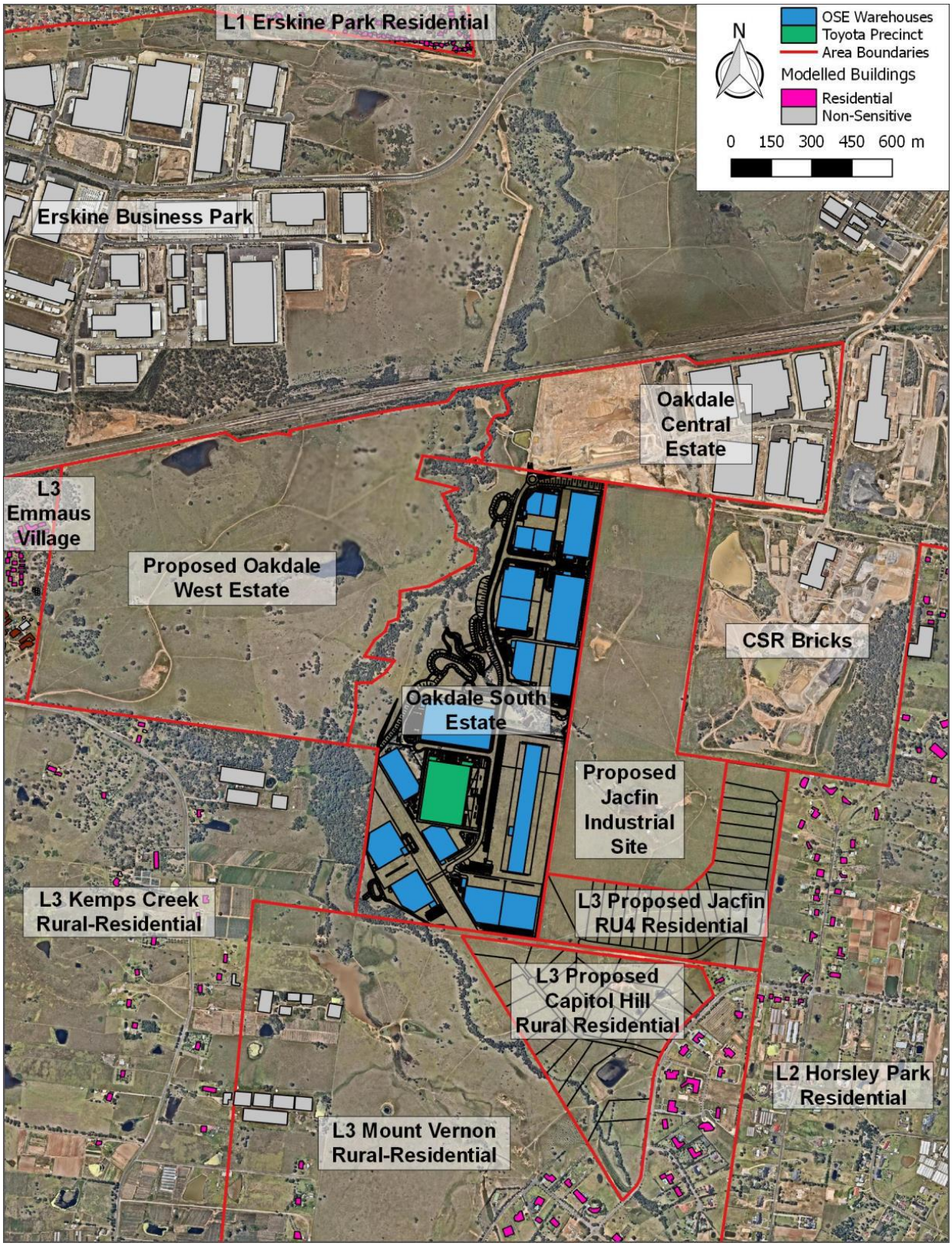
The specific criterion for construction noise is detailed within **Table 14**.

Table 14 – LAeq Construction Noise Management Levels (Source: SLR)

Receiver	Time of Day	$L_{Aeq\ (15\ minute)}$ Construction Noise Management Levels (dB)	
		Standard Construction Hours	Highly Noise Affected
Residential	Daytime	42	75
	Evening	n/a	75
	Night Time	n/a	75

The locations of sensitive receivers in the vicinity of the OSE have been identified in **Figure 11** below.

Figure 11 – Sensitive Receiver Location (Source: SLR)



6.3.2. Potential Impact Identification and assessment

Operation

The NIA has undertaken 3D digital noise modelling of the development. Warehouse buildings and office buildings within the OSE were modelled with building heights of 13 m and 7 m respectively. The NIA has assessed the operational noise of the proposed Toyota facility according to the worst-case peak vehicle movements from the development with the results provided in **Figure 12.**

Figure 12 – Predicted Operation Noise Level (Source: SLR)

Table 6 Predicted Operational Noise Levels – Toyota Precinct (Lot 3B)

Sensitive Receiver Area	LAeq(15minute) Noise Limits (dB)			LA1(1minute) Noise Limits (dB)	Predicted LAeq(15minute) Noise Levels (dB) – Most-Affected Receiver				Predicted LA1(1minute) Noise Levels (dB) – Most-Affected Receiver	
	Day	Eve	Night	Night	Day		Eve / Night		Night	
					Neutral Weather	Adverse Weather	Neutral Weather	Adverse Weather	Neutral Weather	Adverse Weather
L1 Erskine Park Residential	37	37	37	47	<30	<30	<30	<30	<30	<30
L2 Horsley Park Residential	39	39	39	49	<30	<30	<30	<30	<30	34
L3 Proposed Jacfin Residential	40	40	40	48	<30	<30	<30	<30	31	36
L3 Proposed Capitol Hill Residential	40	40	40	48	<30	32	<30	32	32	38
L3 Mount Vernon Residential	40	40	40	48	<30	<30	<30	<30	<30	31
L3 Kemps Creek Residential	40	40	40	48	<30	<30	<30	<30	<30	31
L3 Emmaus Village Residential	40	40	40	48	<30	<30	<30	<30	<30	30

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

The assessment demonstrates that the predicted operational noise levels from Lot 3B will be below the maximum allowable operational noise limits specified within the Concept and Stage 1 Consent for SSD 6917 for both neutral and adverse weather conditions.

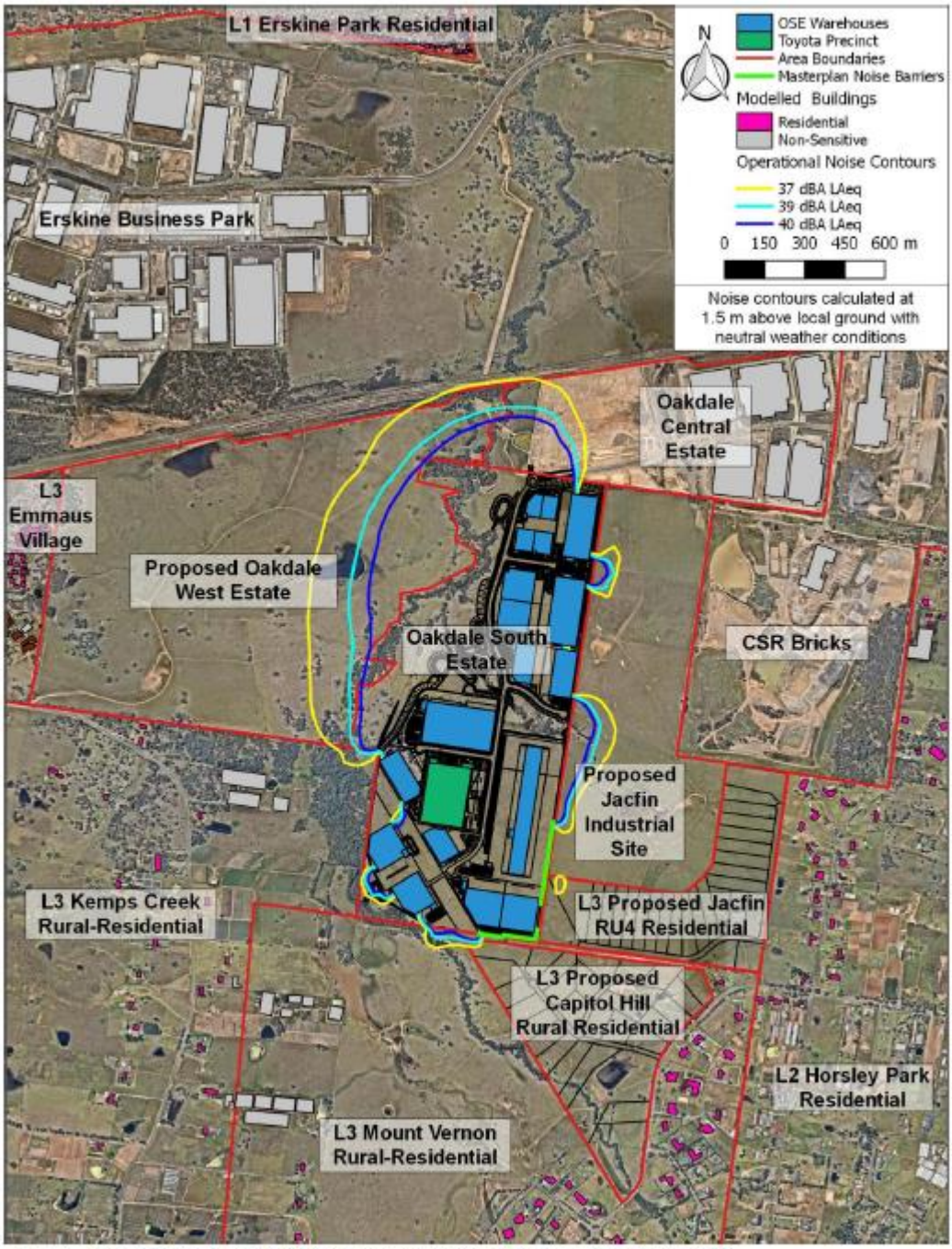
The assessment also identifies that the LA1 minute noise levels are also predicted to be below the nominated noise levels at all identified receivers under both neutral and adverse weather conditions.

The NIA also assessed the cumulative noise generation. This modelling is shown in the noise contour map at **Figure 13** and **Figure 14** which illustrates the 37 dBA LAeq (15minute) noise contour and the approved 40dB contour.

The modelled noise impacts include a noise barrier with a height of 5 m located on a section of the eastern boundary of the estate, as outlined in the OSE S.96 Modification Noise Impact Assessment (SLR report 630.11166-R3).

Figure 13 – Operational Noise Contours – Neutral Weather Conditions (Source: SLR)

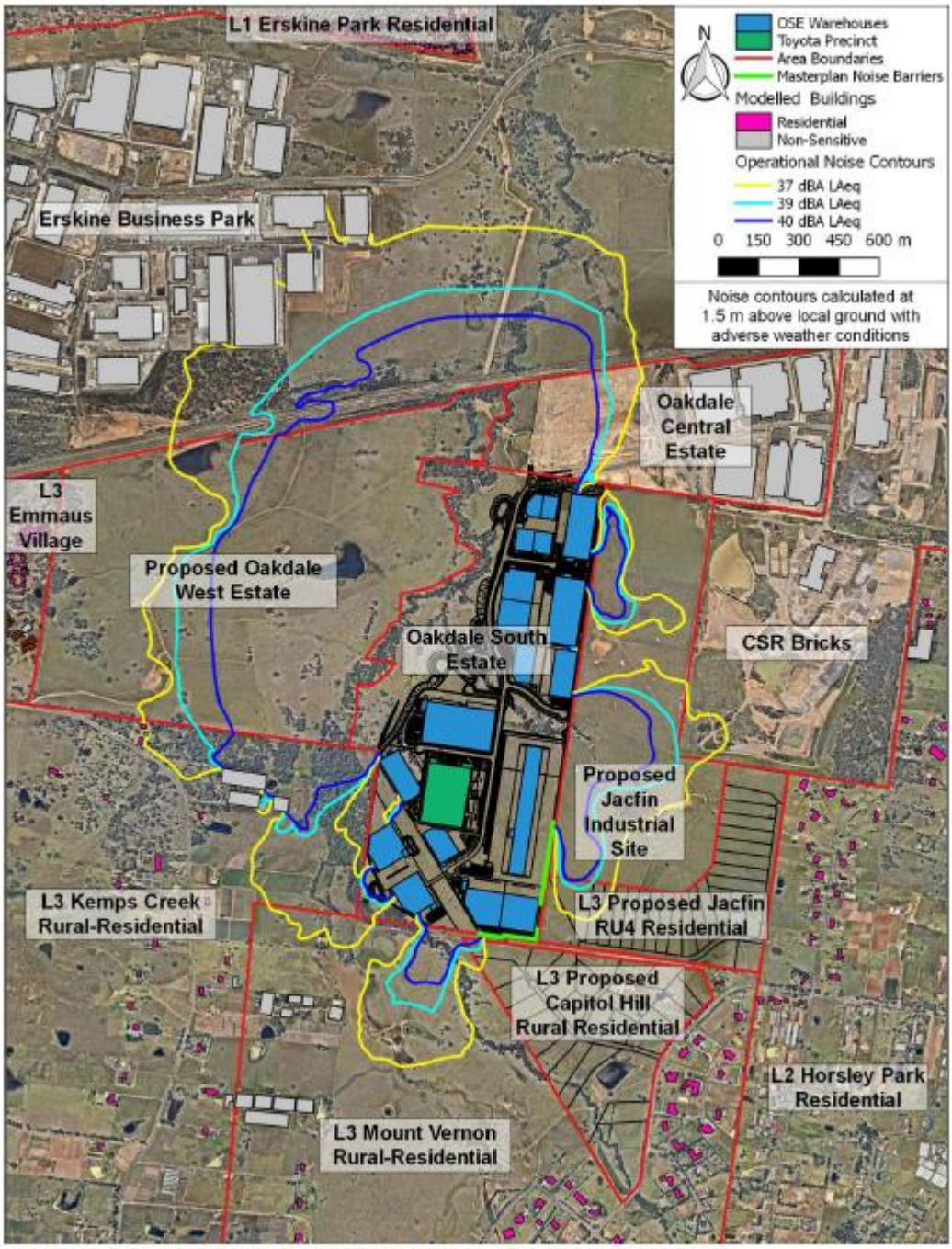
Figure 7 Predicted Operational Noise Contours – Toyota Precinct and OSE Cumulative Impacts – Neutral Weather Conditions



Note 1: 37 dBA LAeq noise contour (yellow) corresponds to the noise limit for residences in L1.
Note 2: 39 dBA LAeq noise contour (light blue) corresponds to the noise limit for residences in L2.
Note 3: 40 dBA LAeq noise contour (dark blue) corresponds to the noise limit for residences in L3.

Figure 14 – Operational Noise Contours – Adverse Weather Conditions (Source SLR)

Figure 8 Predicted Operational Noise Contours – Toyota Precinct and OSE Cumulative Impacts – Adverse Weather Conditions



Note 1: 37 dBA LAeq noise contour (yellow) corresponds to the noise limit for residences in L1.
Note 2: 39 dBA LAeq noise contour (light blue) corresponds to the noise limit for residences in L2.
Note 3: 40 dBA LAeq noise contour (dark blue) corresponds to the noise limit for residences in L3.

As shown in **Figure 13, Figure 14 and Figure 15**, the NIA predicted the cumulative operational noise levels are below the residential noise limits at all identified residential receivers under both neutral and adverse weather conditions. The assessment concludes that the operational noise emissions from the Toyota development are within the approved criteria and as such considered to be acceptable. In addition the NIA has also considered that an increase in traffic noise resulting from the proposed development will not result in a significant adverse noise impact and therefore no mitigation is required beyond the mitigation measures already approved within the Stage 1 SSDA.

Figure 15 – Predicted Cumulative Operational Noise Levels (Source: SLR)

Table 7 Predicted Operational Noise Levels – Toyota Precinct and OSE Cumulative Impacts

Sensitive Receiver Area	LAeq(15minute) Noise Limits (dB)			LA1(1minute) Noise Limits (dB)	Predicted LAeq(15minute) Noise Levels (dB) – Most-Affected Receiver				Predicted LA1(1minute) Noise Levels (dB) – Most-Affected Receiver	
	Day	Eve	Night	Night	Day		Eve / Night		Night	
					Neutral Weather	Adverse Weather	Neutral Weather	Adverse Weather	Neutral Weather	Adverse Weather
L1 Erskine Park Residential	37	37	37	47	<30	35	<30	35	30	37
L2 Horsley Park Residential	39	39	39	49	<30	36	<30	36	31	38
L3 Proposed Jacfin Residential	40	40	40	48	38	40	38	40	46	48
L3 Proposed Capitol Hill Residential	40	40	40	48	39	40	39	40	44	46
L3 Mount Vernon Residential	40	40	40	48	<30	36	<30	36	31	38
L3 Kemps Creek Residential	40	40	40	48	31	38	31	38	33	40
L3 Emmaus Village Residential	40	40	40	48	<30	35	<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 period, and F class temperature inversion with 2 m/s source to receiver drainage flow during the evening and night-time periods.

Construction Noise Impacts

Construction noise modelling was developed using a combination of aerial photography, existing ground topography and the overall masterplan for the development. The modelling also included in the noise model digitised identification of the local terrain, receiver buildings and structures in order to develop a three dimensional representation of the construction works and surrounding environment.

Maximum sound power levels for typical construction equipment and activities were simulated within the model. These sound power levels are provided in Table 8 of the NIA.

The realistic worst case or conservative levels from the source has been predicted for the assessment locations which represent the most noise exposed residences or other sensitive land uses in accordance The Interim Construction Noise Guide (ICNG).

For most construction activities, the construction noise levels have been assessed to be frequently lower than predicted at the most-exposed receiver. This assessment has been based on the worst case scenario as required by the ICNG. Other receivers within each receiver area have been assessed to experience lower noise levels compared to the most noise exposed location. This is because the construction work will be undertaken at greater separation distances from receivers.

The NIA adopts construction noise management levels that are consistent with those provided within Development Consent SSDA 6917 for the OSE Masterplan. It has been assessed that during standard construction hours, worst-case construction noise emissions of up to 43 dBA LAeq(15minute) are predicted at the identified sensitive receivers. This results in a minor exceedance (up to1 dB) of the noise management levels for the project at the proposed Jacfin residential subdivision. Nevertheless the NIA notes that the noise management levels would only be applicable at occupied residential dwellings that are present during the OSE construction works. In addition these works are proposed during the approved construction hours only.

The worst noise impacts from OSE construction works would occur when works are adjacent to the nearest sensitive receivers. Construction works associated with Lot 3B are not located adjacent to any sensitive receivers, and would have a negligible influence on the cumulative NML given the low levels.

Notwithstanding the above, to ensure that construction noise remains within acceptable levels, specific construction noise mitigation measures have been recommended. These measures are discussed in **Section 6.3.3** of the EIS.

Construction Vibration Impacts

Assessment of the vibration impacts from the construction of the proposed development has been undertaken in accordance with *British Standard BS 7385 Part 2-1993 and the Assessing Vibration: A Technical Guideline*. The recommendations of this guideline are to ensure the practical management of potential vibration to minimise the likelihood of cosmetic damage to buildings and disturbance or annoyance in humans.

Vibration intensive items of plant proposed for use during the construction of the development would include plate compactors and vibratory rollers. These items of equipment are proposed to be used during paving works including concrete pours and construction of roadways.

The closest sensitive receivers are over 300m from the construction works proposed for Site 3B. This 300m separation is a sufficient distance to mitigate potential vibration generated from the site. As such vibration mitigation measures were not considered necessary for the construction phase. However, where commercial buildings in the OSE are operational prior to the construction of Lot 3B, the vibration impacts should be managed in instances where the proposed works are likely to take place within the safe working distance of these operational commercial buildings.

6.3.3. Recommendations

The consent for the Concept and Stage 1 SSD 6917 provide detailed conditions for both Construction and Operation Noise Limits. The recommendations of the Noise Impact Assessment reflect these conditions.

Construction

Consent SSDA 6917 has imposed specific conditions to ensure that impacts from noise during Construction are appropriately managed. The specific noise related conditions will be reflected within the CEMP which is submitted with this SSDA. These conditions relate to the following:

- Construction Hours including limits on the types of construction activities permitted outside these hours,
- Limits on activities resulting in impulsive or tonal noise emission (such as rock breaking, rock hammering, pile driving),
- Setting out the requirements and goals for managing vibration,
- To utilise quieter piling methods wherever practical,
- To implement the noise mitigation measures where feasible and reasonable at the start of construction (or at other times during construction) to minimise construction noise impacts, and
- Ensuring that the development is constructed with the aim of achieving the construction noise management levels detailed in the *Interim Construction Noise Guideline (Department of Environment and Climate Change, 2009).*

In addition to the specific noise related conditions provided within the consent for the Concept and Stage 1 SSDA 6917. The NIA recommends the following typical noise mitigation measures:

- Avoiding the coincidence of noisy plant working simultaneously close together,
- Equipment which is used intermittently is to be shut down when not in use,
- Where possible, equipment with directional noise emissions should be oriented away from sensitive receivers,
- Regular compliance checks on the noise emissions of all plant and machinery used for the proposal,

- Ensure non-tonal reversing alarms are utilised on all items of plants and heavy vehicles used for construction, and
- Any permanent noise walls should be constructed as early as practicable during the construction phase of the OSE to assist in reducing construction noise impacts.

Any permanent noise walls should be constructed as early as practicable during the construction phase of the OSE to assist in reducing construction noise impacts.

Operation

The NIA did not recommend additional operational noise mitigation measures than those approved or required under the Concept and Stage 1 Consent for the OSE. To ensure that the operational noise impacts from the proposed development remain consistent with the Concept and Stage 1 approval the specific operational noise conditions imposed within the consent have been included in the Noise Mitigation Measures proposed within Section 7.1 of this EIS. These conditions relate to the following:

- Ensuring that all noise walls are constructed prior to the commencement of operation of any part of the development,
- Ensuring noise validation reports are prepared prior to the construction of each warehouse building to demonstrate that operation of the mechanical plant meets the noise limits provided within Consent 6917**,** and
- Implementation of reasonable and feasible noise management measures to prevent and minimise noise and vibration during construction and operation of the development.

Vibration

The NIA recommends that vibration intensive items of plant proposed for use during the construction of the development will include plate compactors and vibratory rollers. These items of equipment are proposed to be used during paving works including concrete pours and construction of roadways.

Vibration mitigation will also be in accordance with the requirements of the Concept and Stage 1 consent for SSD 6917.

These recommendations are aimed at achieving specific construction vibration goals including vibration limits set out in the *German Standard DIN 4150-3: Structural Vibration - effects of vibration on structures*; and the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006).* These conditions will be included within the CEMP submitted with this SSDA.

6.4. SOILS AND WATER

Full details of stormwater management, including hydraulic modelling and analysis, hydraulics, site drainage and external catchments and flooding are provided Stormwater Management Report and Stormwater Management Plans provided by AT&L **Appendix G.**

On site stormwater infrastructure will be connected to Estate wide infrastructure delivered under the approved Concept Proposal Stage 1 SSDA. The proposed stormwater management system has been designed to meet the requirements of Penrith Council's Engineering Works and WSUD guidelines and relevant NOW guidelines.

6.4.1. OSE Approved STAGE 1 SSDA Works

The OSE slopes down from east to west with existing drainage into Ropes Creek. An estate wide stormwater management was system was approved as part of the Concept and Stage 1 SSDA.

The overall OSE stormwater management system is based around five (5) stormwater catchment areas draining to four (4), precinct-based, combined stormwater detention and bio-retention basins, with final discharge into Ropes Creek.

The approved estate wide stormwater management system included pit and pipe infrastructure designed to accommodate up to the 1:20 ARI event and combined piped and overland flow paths designed to convey up to the 1:100 ARI event.

Precinct-based OSD and Water Sensitive Urban Design (WSUD) measures were also approved. The estate wide stormwater infrastructure will be constructed in stages, as per the overall construction staging strategy for the OSE.

Modelling undertaken based upon the proposed stormwater management system for the OSE indicates that:

- Target pollutant reductions will be achieved under the proposed system;
- Post-development flows will remain the same, or less than existing pre-development flows; and
- Peak stormwater flows downstream of the site will not be increased as a result of the proposal.;
- The use of rainwater tanks for reuse for irrigation and non-potable water uses is encouraged.

The stormwater management strategy for the current section 96 meets the same objectives and targets as those approved in the original SSDA.

6.4.2. Site Water Demands

The site water balance was simulated using a water cycle management model as part of the MUSIC Model to allow the evaluation of the various elements of the water cycle to be assessed at differing stages in the development.

Water re-use within the proposed development will include initiatives such as rainwater collection and reuse. MUSIC modelling has been utilised by AT&L to establish the size of the rainwater tank proposed for the development and to demonstrate the volume of water re-use that can be achieved in order to provide a more sustainable solution. **Table 15** provides details of the water demand across the development.

Table 15 – Water Balance End Users (Source: AT&L)

End Use (Water Demand)	Water Demand (L/day for a total development)	% of Total Water Demand	Assumptions
Toilet and Urinal Flushing	586	13%	Based on '3 star' toilet and urinal fittings. Based on being flushed.
Hand Basin Washing	348	7%	Based on 3 uses of the hand basin per person/day for 15 seconds each time using a 3- star tap fitting (8.5 L/min).
Showering	698	15%	20% of staff have showers each day for 8 minutes each time using a 3-star shower head (8L/min)
Kitchen (washing & drinking)	164	3%	3 L /EP/ day
Air Conditioning Cooling	496	11%	10% of total water consumption, of which 88% evaporates.
Leaking Water Devices	Negligible	0%	Traditionally 0.7% of total water consumption in residential dwellings is attributed to leaks (SWC, 2005). However, as the new dwellings will be fitted with efficient, correctly installed and appropriately maintained fittings- the water consumption attributed to leaking water devices was assumed to be negligible.
Unaccounted for Water	499*	11%	Unaccounted for water accounted for 10% of overall water demand in 2005 (SWC, 2005). *It has been assumed that "unaccounted for water" is equivalent to 10% of pressurised water demands. In reality this will be made up from a portion of both the potable and non-potable demands. This results in an overall "unaccounted for water" demand, except in the case where rainwater tanks are used to supplement end uses. In this case the total "unaccounted for water" demand will be less than 10%.
Internal Cleaning	74	1.6%	Based on the assumption that cleaning involves toilet flushing (8 toilet flushes- 24L) and mopping (5 buckets each 10 L- 50L).
External Cleaning	20	0.4%	Assuming each bucket of water requiring for mopping contains 10 L
Watering (Outdoor Garden Use)	1777	38%	Using subsurface irrigation (and other water efficient watering methods) the watering required during an 'average'

End Use (Water Demand)	Water Demand (L/day for a total development)	% of Total Water Demand	Assumptions
			rainfall year was assumed to be 0.88 mm/day (source unavailable).
Total (L/day/ Generic Warehouse (or per 2.04 net hectares –assuming a generic warehouse is 2.04Ha in area)	4662	100%	
Total (L/day/ net hectare)	2285		

The water demand (L/day/net hectare for a total development) has been based on the Oakdale Concept Plan Water Balance Options Report prepared by GHD in December 2007.

The proportion of total water demands (irrigation and toilet flushing) which could be substituted by on site rainwater re-use is estimated to be up to 50%. The remaining 50% of the Development's water demands would require a potable water supply. As such the civil report recommends maximising the substitution of the end use demands which do not require a potable water source would result in maximum achievable potable water saving in the order of 50%. The daily water use based on the area of the development and the total number of toilets is therefore estimated to be 9.35kl/day.

The use of rainwater harvest tanks, sized to ensure that a minimum 50% of all non-potable water on Lot 3B can be sourced from the tank demonstrates the developments overall commitment to water recycling and reducing reliance on the usage of mains water. The provision of a rainwater harvest tank to achieve these reductions is in line with industry best practise and the NSW State Government's objective of reducing the amount of potable (drinking) water utilised for non- potable uses. The proposed 50,000L rainwater harvest tank has been designed to reduce non-potable water demand to achieve this 50% target reduction.

It has been assessed that the proposed development will not involve large scale demand for water. The proposal will have only limited demand for general water use in the offices and warehouses, and irrigation and fires services. Nevertheless the proposed rainwater harvesting will ensure that rainwater captured for re-use for irrigation and toilet flushing as per the approved Stage 1 OSE Concept Plan will reduce demand on town water drawn from the estate-wide water network approved by way of SSDA 6917.

6.4.3. Erosion and Sediment Controls

An erosion and sediment control plan is included within the Civil Design Report package provided at **Appendix G**. These plans show the works can proceed without polluting receiving waters.

The potential for these polluting impacts to occur is well understood and readily managed through standard construction and operational mitigation measures. The proposed development of Site 3B of the OSE will adopt appropriate erosion and sediment controls.

Soil and Water Management Plans (SWMP) have been prepared in accordance with the NSW Department of Housing Publication titled: Managing Urban Stormwater- Soils and Construction (2004) for the whole site.

All possible sources of pollution including all activities and aspects of the work that have the potential to lead to erosion, sediment transport, siltation and contamination of natural waters have been identified within the report. Also identified within the report are the potential impacts on the riparian environment from the erosion of distributed areas or stockpiles and sediment transportation.

Specific construction methodology has been recommended within the Civil Report to minimise the impacts of sedimentation due to the proposed construction works. These sediment and erosion control measures are recommended to remain in place for each stage of the works.

The recommended erosion and sediment control methods include the requirements for inspection and maintenance which is to be carried out whilst either earthworks or quarrying are being conducted on site. It is

specifically noted that the Contractor's site superintendent will inspect the site after every rainfall event and at least weekly.

The report concludes that the erosion control measures proposed for the site will comply with the relevant authority requirements. The proposed SWMP will ensure that the best management practice is applied to the development site in controlling and minimising the negative impacts of soil erosion.

6.4.4. Lot 3B Stormwater Management

The stormwater catchment associated with Lot 3B has been identified as being approximately 6.4ha. The Hydraulic Grade Line (HGL) of the estate level stormwater pipes has been calculated using DRAINs modelling software which is widely accepted by Council's across NSW as the basis for stormwater design and has been confirmed by Penrith City Council as the preferred stormwater software analysis package.

The proposed on site stormwater system has been designed to connect to the approved estate-wide stormwater system and comply with the following:

- Penrith City Council Design Guidelines for Engineering Works;
- Penrith City Council Water Sensitive Urban Design (WSUD) Policy December 2013; and
- C3 Water Management DCP.

The Civil Design report provides a summary of the design requirements that have been adopted into the design of the stormwater management system for Lot 3B to achieve the required stormwater quality and quantity criteria. These include:

- Precinct based basins will serve the development as detention and bio retention basins. As such noon-lot detention basin/tank is required.

  A stormwater drainage network within the allotment to discharge into a dedicated OSD/ bio-retention basin (Basin C). There are two stormwater outlet points on the site that will drain to Basin C. In this regard it is noted this basin has been designed and sized to take into account an entire catchment which includes the development of Lot 3B. As a result, no additional OSD will be required for this lot.

- WSUD to achieve target reductions:
  - 85% Total Suspended Solids (TSS)
  - 60% Total Phosphorus (TP)
  - 45% Total Nitrogen (TN)
  - 90% Gross Pollutants (GP)
- Finished Floor Levels (FFL) will have a minimum 500mm freeboard to 100 year overland flows.
- A gross pollutant trap (GPT) will be installed within the development site on the final downstream stormwater pit prior to discharging off site. GPTs will be owned and maintained by the individual property owner. Stormwater quality treatment will ultimately be provided by the proposed bio-retention Basin C to the east. The treatment rates for Basin C are detailed within the report as shown at **Figure 16.**

Figure 16 – Predicted Cumulative Operational Noise Levels (Source: SLR)

Pollutant	Sources (Kg/yr)	Residual Load (Kg/yr)	Reduction (%)	Target Reduction (%)
Total Suspended Solids	26,400	3,990	85	85
Total Phosphorus	53.8	18.7	65.3	60
Total Nitrogen	347	183	47.2	45
Gross Pollutants	4,420	4.46	99.9	90

Table 2 - Basin C Treatment Rates

- Rainwater tank size will be 50kL in accordance with the Penrith City Council C3 Water Management DCP.

The proposed stormwater management strategy for Lot 3B has been assessed to generally meet the objective of Estate Wide strategy previously prepared by AT&L to inform the approved estate-wide civil design. The OSD / bio-retention basin approved by way of the Stage 1 consent will provide both water quality and quantity control of Lot 3B and achieve the desired water quality outcomes.

6.4.5. Surface and Groundwater Impacts

All surface water generated from the development will be directed into a stormwater pit and pipe system and drain into a Gross Pollutant Traps before discharging into the road stormwater network to ultimately discharge into Bio-retention Basin C.

The Civil Drawings provide more details of the proposed stormwater drainage networks for the site along with the proposed Sediment and Erosion Control Plans.

A previous Geotechnical and Hydrological Investigation undertaken by Pells Sullivan Meynink (PSM) in September 2015 for the entire Oakdale South Estate highlighted that the only groundwater encountered within the entire site is adjacent to Ropes Creek. Lot 3B is located approximately 250m to the south of Ropes Creek. Given that minimal cut is required to develop the subject site, the likelihood of encountering groundwater is negligible.

6.4.6. Flooding Impacts

The SEARS provided for the proposed SSDA for Site 3B required that an assessment be undertaken of the impact of flooding on the proposed development for the full range of developments up to the probable maximum flood. An assessment was also required of the impact of the proposed development of Site 3B on flood behaviour.

The OSE is affected by flooding to varying extents. The OSE Concept Proposal and Stage 1 SSDA included a Flood Impact Assessment which assessed the impacts of the overall development on these flood extents.

The Flood Impact Assessment for the Proposed Oakdale South Estate, undertaken by Cardno in May 2016 concluded that the entire development did not have any adverse impacts on adjoining properties from a flood perspective.

Lot 3B was included within this assessment. As such it is deemed the development of Lot 3B has no flooding impacts for all storm events up to the Probable Maximum Flood extent within the surrounding area.

The proposed development of Site 3B of the OSE will be in accordance with the civil design approved under the Concept Proposal and Stage 1 SSDA and as such no additional impacts to flooding are anticipated. The plans at Appendix C show that the finished floor levels within the proposed building will have minimum and 500mm freeboard which will ensure that the proposed development is above the 1in 100yr flood line and as such able to withstand the 100 year overland flows.

6.4.7. Recommendations

As detailed within the Erosion and Sediment controls within the AT&L report the following construction methodology will be followed to minimise impacts from sedimentation during construction.

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

In addition to the above the following recommendations are provided to mitigate the potential erosion and sediment impacts from proposed earthworks undertaken immediately prior to rainfall periods.

The Contractor’s site Superintendent will inspect the site after every rainfall event and at least once every week. This inspection will include the following.

- Inspect and assess the effectiveness of the SWMP and identify any inadequacies that may arise during normal work activities or from a revised construction methodology. Construct additional erosion and sediment control works as necessary to ensure the desired protection is given to downstream lands and waterways
- Ensure that drains operate properly and to effect any repairs.
- Remove spilled sand or other materials from hazard areas, including lands closer than 5 metres from areas of likely concentrated or high velocity flows especially waterways and paved areas.
- Remove trapped sediment whenever less than design capacity remains within the structure.
- Ensure rehabilitated lands have affectively reduced the erosion hazard and to initiate upgrading or repair as appropriate.
- Maintain erosion and sediment control measures in a fully functioning condition until all construction activity is completed and the site has been rehabilitated.
- Remove temporary soil conservation structures as the last activity in the rehabilitation.

6.5. AIR QUALITY

An air quality and odour assessment (AQ), findings and recommended mitigation measures has undertaken as part of the proposed section 96 modification to the Stage 1 SSDA for the OSE. This report has been included at **Appendix H**.

The SEARs for the proposed development of Site 3B require an assessment of the air quality impacts at private properties during construction and operation of the development, in accordance with the relevant Environment Protection Authority guidelines. Also required are details of any proposed mitigation, management and monitoring measures required to prevent and/or minimise emissions.

Whilst the AQ report has been undertaken to inform the section 96 application to the Stage 1 SSDA, the report includes has also included a quantification of the impacts on the air quality from the specific end users within Precinct 3 of the OSE. This includes Site 3B, the subject of this SSDA.

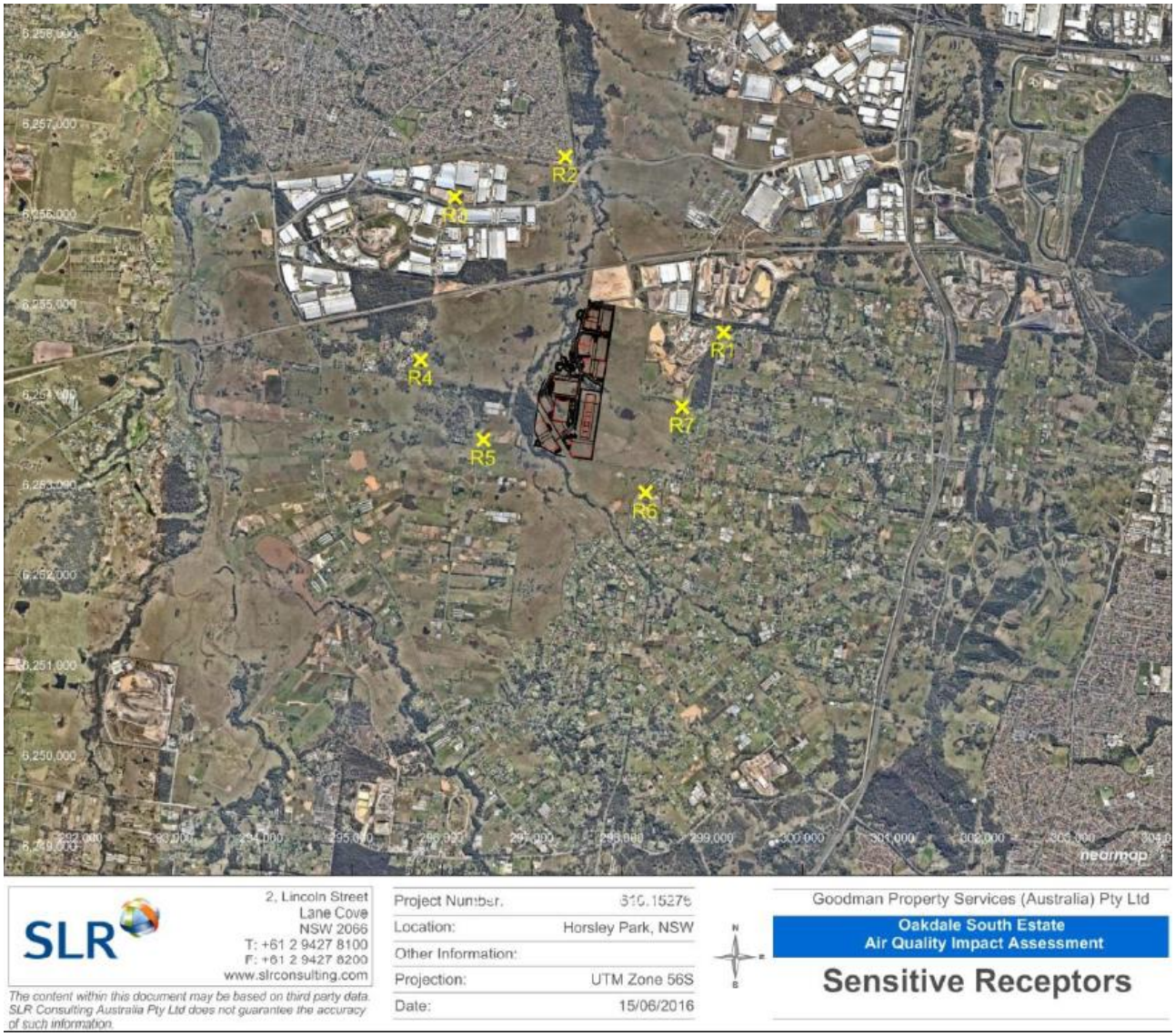
6.5.1. Sensitive Receptors

The AQ assessment notes that the OSE is surrounded by rural activities (grazing, market gardens etc) and rural residential houses to the southeast, south and west, residential areas to the north, extractive industries to the east and industrial zones at Eastern Creek to the northeast and Erskine Park to the northwest. The closest residential area is approximately 0.5 kilometres (km) to the east at Burley Road, Horsley Park.

The receptors are detailed as follows and shown in **Figure 17** below.

- R1 - 315-321 Burley Road (Residential)
- R2 - Cetus Place (Residential)
- R3 - Ore Lane (Industrial)
- R4 - Emmaus Catholic College (Educational)
- R5 - Aldington Road (Agricultural - Farm)
- R6 - Capitol Hill Drive (Residential)
- R7 - 41-43 Greenway Place (Residential)

Figure 17 - Air Quality Receptor Locations (Source: SLR)



6.5.2. Impact Assessment

An assessment has been undertaken of the potential air quality impacts on the area surrounding the site during both the construction and operation phase of the proposed development of Site 3B.

In undertaking the impact assessment the AQ report has utilised the State air quality guidelines adopted by the NSW EPA. The guidance provided in the Approved Methods has been consulted during the preparation of this assessment report. The Approved Methods lists the statutory methods that are to be used to assess the emissions of criteria air pollutants from stationary sources in NSW.

The AQ Report notes:

> *The term "particulate matter" refers to a category of airborne particles, typically less than 30 microns (µm) in diameter and ranging down to 0.1 µm and is termed total suspended particulate (TSP). The annual goal for TSP recommended by the NSW EPA is 90 micrograms per cubic metre of air (µg/m3).*
>
> *The TSP goal was developed before the more recent results of epidemiological studies which suggested a relationship between health impacts and exposure to concentrations of finer particulate matter.*
>
> *Emissions of particulate matter less than 10 µm and 2.5 µm in diameter (referred to as PM10 and PM2.5 respectively) are considered important pollutants due to their ability to penetrate into the respiratory system. In the case of the PM2.5 category, recent health research has shown that this penetration can occur deep into the lungs. Potential adverse health impacts associated with exposure to PM10 and PM2.5 include increased mortality from cardiovascular and respiratory diseases, chronic obstructive pulmonary disease and heart disease, and reduced lung capacity in asthmatic children.*

The impact assessment has assessed the contribution of the Toyota Site (Site 3B) in relation to the impacts of the remainder of the development of the OSE

The impact assessment notes the following in relation to the impacts

- **Dust Deposition Rates**: the predicted cumulative annual average dust deposition rates at all receptors are below the relevant OEH guideline (<75% of the criterion).

  Guideline: 2 (Incremental annual average)

  Site 3B Toyota: <2 (incremental annual average)

- **Particulates as TSP (Total Suspended Particulate):** the predicted cumulative annual average TSP concentrations at all receptors are well below the relevant OEH guideline (<40% of the criterion).

  Guideline: 90 (Incremental annual average)

  Site 3B Toyota: between 0.1 and 0.4 (incremental annual average)

- **Particulates as PM_{10} (Particulate matter less than 10µm in diameter)** the incremental and cumulative 24 hour and annual average PM10 impacts predicted as a result of the proposed operations are minimal and that the cumulative annual average PM10 concentrations predicted at all surrounding sensitive receptor locations are well below the relevant OEH guideline.

  24 Hour

  Guideline: 50 (Incremental average)

  Site 3B Toyota: between 0.2 and 1.7 (incremental average)

  Annual Average

  Guideline: 25 (Incremental average)

  Site 3B Toyota: between <0.1 and 0.2 (incremental average)

- **Particulates as $PM_{2.5}$ (Particulate matter less than 2.5 µm in diameter):** the predicted incremental 24-hour and annual average $PM_{2.5}$ concentrations at all receptors are minimal (<20%) compared to the relevant ambient air quality guideline. Considering the relatively small predicted incremental contribution from the proposed operations, it can be concluded that the proposed operational activities are unlikely to cause any exceedences of relevant 24-hour or annual average $PM_{2.5}$ criteria at any surrounding sensitive receptor locations.

  24 Hour

  Guideline: 25 (Incremental average)

  Site 3B Toyota: between 0.1 and 0.4 (incremental average)

  Annual Average

  Guideline: 8 (Incremental average)

  Site 3B Toyota: between <0.1 and 0.1 (incremental average)

- **Nitrogen Oxide:** The predicted cumulative 1-hour and annual average NO_2 concentrations are well below the relevant OEH criteria at all receptors

  1 Hour

  Guideline: 246 (Incremental average)

  Site 3B Toyota: between 1.8 and 7.1 (incremental average)

  Annual Average

  Guideline: 62 (Incremental average)

  Site 3B Toyota: between <0.1 and 0.2 (incremental average)

The above results from the AQ assessment clearly demonstrate that emissions from the proposal are well within the relevant OEH guidelines.

Conclusion

The potential dust-generating and fuel combustion activities for the proposed future operations have been identified and potential emissions from these activities have been estimated based on available project information and emission factors from the literature. These estimated emissions from the proposed operations have then been assessed through dispersion modelling. The predicted results indicate that the proposed operational activities will comply with all relevant OEH ambient air quality criteria at all surrounding sensitive receptors. The predicted impacts are based on worst case operational data and assume worst case background concentrations. The operations of the end user for the Subject Site 3B (Toyota), have been assessed to not result in any adverse air quality impacts at the identified sensitive receptors and that changes in air quality do not represent a constraint for the future operation of the OSE.

6.5.3. Mitigation Measures – Construction Phase

The AQ Report has provided recommendations for mitigation during the construction phase of the development. The measures relate to:

- Nuisance dust control measures
- Controlling emissions from plant and machinery
- Controlling emissions from fuel storage areas
- Emissions from contaminated soils,
- Site Management, and
- Complaints Handling.

The AQ report recommends that air emissions associated with all construction activities should be managed through compliance with a CEMP. The CEMP should be implemented so that:

- The works are conducted in a manner that minimises the generation of air emissions.
- The effectiveness of the controls being implemented is monitored.
- Additional measures are implemented where required.

Construction contractors should also undertake daily environmental inspections of their works and worksite. The daily environmental inspection reports should include the below observations, with remedial or corrective actions noted (as appropriate). These inspections should include the following.

- Visual inspection of dust generation.
- Any remedial or corrective actions should be reported to the Site Manager as soon as is practicable.
- Ensure roads leaving the site are free of soil, and prevention of soil tracking onto the road network.
- Inspection of the erosion and sediment controls.
- Inspection of the waste storage areas.
- Inspection of any rehabilitated areas (where relevant).
- Ensure all hazardous goods, including fuel and oil, are adequately stored or bunded.
- Ensure spill kits are appropriately located and stocked.

An effective complaints logging system will be maintained by Goodman and Construction Contractor to monitor complaints, to effectively manage any requests for information or respond to any public concerns in relation to the proposed redevelopment activities throughout the construction phase, and to ensure identified incidents are dealt with through investigation and implementation of corrective treatments.

6.6. WASTE

Full details of the management of construction and demolition waste management can be found in the Waste and Recycling Management Plan (W&RMP) prepared by SLR and provided at **Appendix I.** The proposed development of Site 3B of the OSE will generate a number of waste streams during construction and operation. The aim of the report is to assess the potential impacts of the proposed development with regard to the management of waste and recycling.

The specific objectives of the WMP are as follows:

- To encourage the minimisation of waste production and maximisation of resource recovery.
- To ensure the appropriate management of contaminated/hazardous waste.
- To identify procedures and chain of custody records for waste management.
- To assist in ensuring that any environmental impacts during the operational life of development comply with the SEARs and other relevant regulatory authority conditions.

6.6.1. Demolition and Construction Waste

The Construction Waste Management Plan (CWMP) provides details in relation to waste minimisation and avoidance, appropriate segregation and reuse / recycling of wastes during the demolition and construction stages of the development.

The CWMP notes that the key construction activities at the site include:

- earthworks to allow installation of building slabs, services and ground level features (e.g. car park, loading docks, internal roads);
- site infrastructure development;
- construction of new buildings, structures and roofing; and
- landscaping and refurbishment works.

The WMP details the difference waste streams expected in the site preparation and construction phase of the development. The potential waste types along with their waste classification are provided in Table 3 of the CWMP. These waste streams include

- excavation material (including potentially contaminated soils);
- construction wastes;
- plant maintenance waste;
- packaging waste;
- work compound (on-site employee) waste, and
- wastewater. (Construction related wastewater is not quantified in the WMP.)

Estimated volumes are provided within the CWMP and provided at **Figure 18** for each of type of material in addition to the reuse/recycling and potential disposal method. The volumes detail the quantum of each material generated in addition to the reuse/recycling and potential disposal method for each material.

Figure 18 - Construction Waste Volumes (Source: SLR)

Table 8 Estimated Waste Volumes and Materials for the Development

Material	Split (%)	Waste (m^3)	Conversion factor	Waste (tonnes)
Hard material	40%	3,651	1.20	4,381
Timber	16%	1,460	0.34	496
Plastics	7%	639	0.25	160
Cement sheet	10%	913	0.50	456
Gypsum material	14%	1,278	0.20	256
Metals	8%	730	0.42	307
Paper / card	2%	183	0.40	73
Bio-organic	2%	183	0.15	27
Soil	0%	-	1.20	-
Other (chemicals / paint)	1%	91	0.30	27
Total	**100%**	**9,126[1]**	**-**	**6,183[1]**

Note: Totals may not add up due to rounding.

Also provided within the CWMP are the waste avoidance opportunities and site specific waste procedures which may be implemented by the Construction Site Manager. The CWMP provides details on the requirements for waste storage areas and the frequency of waste removal from the site. The CWMP notes that all waste collection activities for demolition and construction will be conducted between 7am and 6pm daily.

The CWMP provides details of the specific procedures for the handling, storage and disposal of contaminated/hazardous waste. It is noted that during the construction phase of the development, there must be a commitment to engage qualified and certified contractors to remove all contaminated/ hazardous materials (e.g. asbestos) and dispose of all contaminated/hazardous waste at an appropriately licenced facility, where applicable.

The CWMP details procedures relating to liquid waste, wastewater and spills management. Standard signage will be posted in all storage/waste collection areas and all skip/drums/bins are required to be labelled correctly and clearly to identify material stored within.

The CWMP notes that all staff (including sub-contractors and site staff) employed during the construction phases of the development must undergo induction training regarding waste management for the development site.

Specific monitoring and incident reporting and response procedures are provided within the CWMP as well as the recommended roles and responsibilities of the Construction Site Manager and the Environmental Management Representative to ensure that the CWMP is effectively implemented and that all employees and subcontractors are aware of the CWMP and their specific responsibilities with regards to their own environmental performance and compliance with all legislation.

6.6.2. Operational Waste

The CWMP also provides details of the operational waste management for the subject site. The CWMP notes that the operation for the project will generate the following board waste streams including:

- general waste;
- packaging wastes (cardboard, paper, plastic, timber / pallets);
- steel;
- office wastes;
- garden organics;
- amenity wastes; and
- maintenance wastes.

The CWMP provides a detailed breakdown of the potential waste types, their classification and their proposed reuse, recycling and disposal method. The CWMP notes that the estimated waste volumes will be influenced by the employee attitude to segregation, recycling and disposal and the adequacy of signage and education provided for the employees. The anticipated operational waste volumes for the proposed Toyota warehouse are provided in **Figure 19** below.

Figure 19 - Operational Waste Volumes (Source: SLR)

Table 12 Estimated Operational Waste Generation Rates (L/day)[1]

Facility Area	Approx. Area (m^2)	Garbage Average L/day	Recycling Average L/day	Garbage Average L/wk	Recycling Average L/wk
Warehouse	36,100	10,830	10,830	75,810	75,810
Offices	1,654	165	165	1,158	1,158
	No. of People				
Kitchen Areas	150	600	270	4,200	1,890
Total Volume	**-**	**11,595**	**11,265**	**76,968**	**76,968**
Total Tonnes	**-**	**1.7**	**0.7**	**11.5**	**4.8**

Note 1. All waste generation rates are approximate and maximum occupancy rates assumed.

The WMP notes that the waste generation rates above do not provide estimates for the generation of steel, timber and cardboard. As such Toyota has provided waste generation rates for a representative Toyota Warehouse Facility. These generation rates are provided in **Figure 20**.

Figure 20 - Toyota Operational Waste Volumes (Source: Toyota)

Table 13 Waste Generation Rates for a Representative Toyota Warehouse Facility

Waste Type	Cardboard	Steel	Timber	General Waste	TOTAL
Tonnages Per Annum	104.64	11.4	267.12	21	**404.16**

Source: Toyota 2016

According to the above information, all cardboard, steel and timber is recycled (i.e. a total of 383.16 tonnes recycling per annum) and recycling tonnages represent approximately 95% of all waste generated.

The CWMP provides estimates of the operational wastewater generation for the proposed facility based on ANZECC/ARMCANZ (1997) *Australian Guidelines for Sewerage Systems – Effluent Management* and the estimated number of persons expected to be employed.

The CWMP details the specific waste avoidance, re-use and recycling measures that may be utilised in the operation of the proposed warehouse and distribution facility. Also provided are minimum requirements for general operational waste and recycling storage including number and types of bins, collection frequency and size dedicated waste and recycling storage areas. The construction of all waste areas and equipment

will comply with the BCA and requirements of Australian Standards. The CWMP provides a number of measures to be incorporated into the storage area that will ensure best practice waste management.

The CWMP provides requirements for sufficient space to be provided within the development for the storage of large and/or bulky items (eg. broken pallets, broken storage units and e-waste such as batteries, fluorescent tubes and smoke detectors) that cannot be disposed of in the general or recyclable waste stream.

All contaminated / hazardous wastes will be recycled at an appropriately licensed facility. Liquid wastes should be placed in waste containers unless securely wrapped or contained to prevent the substance from leaking. Liquid waste should be appropriately disposed of by a suitably qualified contractor to an appropriately licensed disposal facility and not disposed of via the stormwater drainage system.

Car parking areas must drain to a regularly maintained and cleaned stormwater treatment device capable of removing litter, oil, grease and sediment prior to discharge to the stormwater system. The CWMP also provides details in relation to containment measures for spillages.

The CWMP provides requirements for signage and communication strategies to ensure that waste management initiatives are clearly communicated. The CWMP also requires that waste collection contracts and cleaning contracts should include clauses relating to waste servicing requirements. The CWMP requires that visual assessments be undertaken of bins within the first few months of operation to ensure that the system is sufficient for the developments' needs. The CWMP provides an outline of waste management responsibilities and task allocation to the building management, employees and contractors.

6.7. INFRASTRUCTURE REQUIREMENTS

The Concept Proposal and approved Concept and Stage 1 SSDA address servicing of the OSE in detail. Works required for the proposal will be limited to on-lot connections to Estate infrastructure, generally within road reserves. As part of the proposed development of Site 3B, essential services and utilities will be provided in accordance with requirements of the relevant utility provider and in consideration of existing infrastructure capacity.

Connection to essential services will be provided through the extension of utility infrastructure into the Estate as part of the approved Concept Stage 1 SSDA works. The EIS submitted for the SSDA for Stage 1 noted that Development of the OSE as proposed will not require upgrades to infrastructure external to the site outside of that already planned under the WSEA SEPP and supporting policies and plans.

6.7.1. Potable Water

The stage 1 SSDA EIS notes that as part of the Oakdale Central development, a new trunk water main has been constructed to service all of the Oakdale lands. The trunk main has been constructed to the intersection of Burley Road and Old Wallgrove Road as a 450mm diameter. A 250mm main exists along Old Wallgrove Road and Milner Avenue.

Sydney Water proposes to continue the 450mm west as a 300mm main to service the OSE. Works will include trunk connection to the existing water supply infrastructure within the Burley Road reserve and internal reticulation of potable water mains within estate road reserves, providing a water connection to the boundary of each individual building site. Internal 200-250mm mains will be reticulated throughout the site.

The proposed development on Site 3B will connect to the estate-wide water infrastructure.

6.7.2. Sewer

The stage 1 SSDA EIS notes that as part of the Oakdale Central development an extension of the St Clair sewer trunk main is under construction. The 1.4km, 600mm main is expected to be completed by February 2016.

As per potable water, extensive consultation with Sydney Water has resulted in a LASP being prepared. The LASP proposes that sewer will be provided for the OSE via a 375mm diameter sewer to be installed along the western boundary of OSE. The proposed development on Site 3B will connect to this future sewer connection.

6.7.3. Electricity

The stage 1 SSDA EIS notes high voltage (HV) conduits currently exist at the northern boundary of the OSE in Millner Road. These conduits provide for future supply of additional HV feeders from the Eastern Creek zone substation. The applicant has been in Consultation with Endeavour Energy throughout the preparation of the approved Stage 1 SSDA and subsequent section 96. In this regard, Endeavour Energy have provided a letter of advice which states that:

> *Endeavour Energy has previously advised that ultimately the Oakdale Industrial Estate will require a zone substation. Endeavour Energy notes and appreciates your willingness to dedicate a suitable site for establishing a future zone substation.*
>
> *Current analysis of the servicing strategy indicates the ideal location for a zone substation site to service Oakdale West, Oakdale South and Oakdale Central precincts is within the Oakdale West precinct. This is mainly due to the potential load requirements of Oakdale West Estate and accessibility to existing transmission infrastructure near Oakdale West.*
>
> *On the understanding that Goodman and Austral provide a zone substation site within Oakdale West Estate, Endeavour Energy confirms the existing dedicated service lot within the Oakdale South Estate is no longer required.*

Electricity services to the site will be extended from the estate-wide network.

6.7.4. Communications

The stage 1 SSDA EIS notes that existing Telstra services are located within Oakdale Central and further services in Burley Road, OWR and Bakers Road. Conduits will be provided within estate roads for telecommunications infrastructure to be provided via an extension of the existing infrastructure at Oakdale Central. Telecommunications to Site 3B will be available via a pit and pipe network proposed within the main road verge.

6.7.5. Gas

The stage 1 SSDA EIS notes that conduits exist in Millner Road/Avenue will provide gas to the site if required. The Stage 1 Estate Works package includes the construction of connections to these conduits and internal reticulation to development precincts for future gas connection if required.

6.8. HERITAGE

Indigenous and historic archaeology across the entire OSE was assessed as part of the approved Concept and Stage 1 SSDA for the OSE. The approved OSE Concept Proposal and Stage 1 SSDA include estate-wide bulk earthworks to achieve level building pads. These earthworks will form the majority of the works likely to disturb any potential cultural heritage objects and/or artefacts.

The Consent for the Concept and Stage 1 SSDA for the OSE provides the following condition to ensure the protection of Aboriginal Heritage:

> *E29. If any Aboriginal archaeological objects are uncovered which were not previously identified in the Archaeological Test Excavation Report, prepared by Artefact Heritage and dated September 2015 during construction works, the Applicant shall cease works immediately and notify the OEH and obtain any necessary approvals to continue the works. The Applicant shall comply with any request made by the OEH to cease works for the purpose of archaeological recording.*

The Aboriginal Cultural Heritage Assessment Report accompanying SSDA 6179 identified that AHIMS site 45-5-4528 (Oakdale South AS3) and 45-5-4529 (Oakdale South AS 4) are located on or in the vicinity of Site 3B.

The SEARS issued on 29 June 2016 for the development of Site 3B required the implementation of the management and mitigation measures of the Indigenous and historic archaeological assessments submitted and approved under the Concept and Stage 1 SSDA for the OSE (SSDA 6179).

An addendum letter has been provided by Artefact at **Appendix J**. This letter provides specific details of the management and mitigation measures to be carried out as part of the overall estate works prior to the development of Site 3B. These measures are detailed as follows.

> *"If impacts cannot be avoided to AHIMS sites 45-5-4528 (Oakdale South AS3) and 45-5-4529 (Oakdale South AS 4), archaeological salvage excavation will be required to mitigate impacts as these sites have been assessed as having a moderate archaeological significance.*
>
> *A CEMP and accompanying unexpected finds procedure will provide a method to manage potential heritage constraints and unexpected finds during construction works. Aspects of site area protection that should be included in the CEMP include:*
>
> – *Establishing no-harm areas where appropriate, Depending on the nature and timing of works in the vicinity of identified Aboriginal sites that will not be impacted by the proposed works, it may be appropriate to establish visual markers around no-harm areas to avoid inadvertent impacts.*
>
> – *Nature of the visual markers around no-harm areas. The CEMP should document that type of visual marker will be put in place, such as temporary fencing, high visibility tape and temporary signage.*
>
> – *Provide clear guidance to all site workers on access restrictions to no-harm areas.*
>
> – *Unexpected finds procedure would include: if Aboriginal objects are identified during construction, work should stop immediately and DLALC, OEH and an archaeologist contacted to identify and record the objects. "*

In regards to historic heritage, the letter notes that the location of the proposed Toyota facility is to the south of the remains associated with the Lockwood Estate identified during archaeological testing (Artefact Heritage 2015). Therefore, the mitigation measures associated with the Lockwood estate will not apply to the Toyota facility. Nevertheless as part of the mitigation measures to be satisfied prior to construction, the letter recommends the following unexpected finds policy be put in place:

> *"If unexpected archaeological finds are discovered during the proposed works, work should cease in the affected area and a qualified archaeologist engaged to assess the significance of the remains. Further archaeological work may be required prior to works recommencing in the affected area."*

The letter concludes that provided the recommended mitigation measures are satisfied prior to construction of the proposed Toyota facility there will be no additional impacts on heritage to those assessed by Artefact Heritage (Artefact Heritage 2015, 2016).

6.9. SUSTAINABILITY MANAGEMENT

Full details of the energy efficiency and greenhouse gas assessment, findings and conclusion can be found in the Sustainability Management Plan (SMP) provided at **Appendix K.** This plan addresses both the energy efficiency and ecologically sustainable development requirements as detailed in the SEARs.

The following ESD recommendations are to be included in the detailed plans and specifications. These recommendations will be included in the plans prior to the issue of a Construction Certificate or provided to the Principal Certifying Authority prior to the issue of an Occupation Certificate.

The SMP has provided an assessment of all ESD commitments according to the following performance objectives.

- Design and Management
- Façade Performance
- Social Sustainability
- Design and Management
- Façade Performance
- Social Sustainability
- Minimising Transport Impact
- Optimising Indoor Environmental Quality
- Minimising Energy Use

As per the conditions of Consent 6917 the SMP demonstrates how the development incorporates the principles of ESD in the design, construction and on-going operation of the development. Nevertheless to ensure that the specific ESD commitments are achieved the adoption of the Sustainability Management Plan is included within the mitigation measures at Section 7.

It has been assessed that by compliance with the provisions of Section J of the Building Code of Australia, the proposed development is able to achieve a minimum of 30% energy reduction. This is achieved through the following measures that have been incorporated into the design of the proposed development.

- The project is committed to the installation of 600kW photovoltaic. By installing a 600 kW (or higher) PV solar system, the building achieves a significant energy reduction in the order of 832.2 MWhr (or higher) per annum.
- Improve daylight to warehouse through utilisation of translucent sheeting.
- Daylight controlled LED lighting will be provided to the warehouse, this will result in a considerable energy reduction and reduced maintenance cost. Motion sensors will be provided to all LED lights within the warehouse and offices.
- Provide internal fans to the warehouse, potential for night purging of warehouse exhaust fans.
- Warehouse metal wall cladding with a minimum R1.5 insulation;
- Colourbond ‘coolmax’ roof sheeting which has a higher solar reflectivity with a minimum R1.5 insulation;
- Office roof with a minimum R3.2 insulation;
- Double glazing units to all offices;
- Passive solar design for internal and external outdoor areas
- High efficiency glazing and shading is to be provided to the proposed offices.
- High efficient air conditioning system is to be provided to the development.
- 50 kL rainwater tank for rainwater harvesting and re-use for landscape irrigation and flushing of toilets.

- Low flow fixtures and fittings including taps and shower heads.
- Water used in monthly fire pump tests is recycled back into the water storage tanks.
- Use of Low VOC paints, carpets and sealants for better health and air quality.
- Use low maintenance and indigenous landscaping species to increase visual amenity and reduce the water consumption.
- Provide pleasant indoor and outdoor breakout spaces with sufficient daylight and plants

In addition to the above, the SMP also recommends the following monitoring and reporting.

- An Energy Management Plan will be prepared and submitted prior to the issue of a Occupation Certificate for the development. The Energy Management Plan shall be progressively improved and updated on an annual basis, to reflect changes to the Energy Management System and to promote continual improvement of energy management at industry best practice over time.
- An energy usage review will be undertaken within the first few months of operation to ensure the Energy Management Plan is sufficient for the development's needs. A breakdown of energy usage per month at the Project Site will help to measure the development's baseline energy use and assess what appliances, equipment and processes are consuming energy.
- An energy audit and management review will be undertaken on a yearly basis to ensure employees are following energy savings procedures correctly. Where audits show that energy savings procedures are not carried out effectively, additional employee training should be undertaken and signage and procedures re-examined
- Lighting, power and mechanical services sub-metering connected to the Building Management System to enable continued review of power consumption for the main office, warehouse, dock office and external areas;
- Electrical equipment will be maintained to Australian Standards to ensure unnecessary energy wastage is minimised. Roof access system is proposed for third party access to roof for carry out necessary maintenance as required
- A building users' guide will be prepared for the project. The Building Users' Guide provides details regarding the everyday operation of a building and should include energy minimisation initiatives such as natural ventilation strategies, user comfort control, maintenance of air conditioning units and other electrical devices to ensure maximum operating efficiency, and lighting zoning strategies.

The facility manager will routinely check that all energy savings procedures are undertaken correctly (i.e. lighting turned off while areas of the development are not in use). The facility manager should also ensure all monitoring and audit results are well documented and carried out as specified in the Energy Management Plan.

6.9.1. Conclusion and Recommendations

The report concludes the relevant ESD initiatives and Energy Efficiency measures outlined in the Sustainability Report have been implemented into the proposed design. Where required, additional details will be provided for approval by the PCA at the Construction Certificate/Occupation Certificate Stage.

6.10. CONTRIBUTIONS

A VPA is currently in place covering the Oakdale South and Central Estates. The VPA provides for contributions to regional infrastructure in the form of works in kind with offsets against any required monetary contributions. The required estate works are being conducted under SSD 6917. There are no Section 94 or 94A plans that apply to the site. As such no additional contributions are required for the Toyota SSDA as the contribution is captured by the Estate-wide VPA.

6.11. BUILDING CODE OF AUSTRALIA

Condition C9 of SSDA 6917 requires that future development applications for the construction of buildings demonstrate compliance with the BCA, as relevant.

Full details of the Building Code of Australia (BCA) assessment can be found in the BCA Assessment Report prepared by Blackett Maguire Goldsmith provided at **Appendix O.**

The report includes a preliminary review of the proposed development against the deemed-to-satisfy (DTS) provisions of the Building Code of Australia 2016 (BCA) pursuant to the provisions of clause 145 of the *Environmental Planning & Assessment Regulation 2000* and clause 18 of the *Building Professionals Regulation 2007.*

The aim of the BCA report is to:

- Confirm that the referenced documentation has been reviewed by an appropriately qualified Building Surveyor.
- Undertake an assessment of the proposed new building works against the deemed-to satisfy provisions of the BCA.
- Identify matters that require plan amendments in order to achieve compliance with the BCA.
- Identify matters that are required to be addressed by Alternative Solutions.
- Identify essential fire safety measures applicable to the building.
- Accompany the Development Application for consideration and approval by the Consent Authority, and to enable the Consent Authority to be satisfied that the development can readily achieve compliance with the BCA.

The BCA report concludes that compliance with the relevant DTS provisions and Performance Requirements identified are readily achievable, however full details demonstrating compliance are required to be submitted with the Construction Certificate Application.

6.12. FIRE SAFETY

In addition to the BCA Assessment Report, a Fire Engineering and Fire Safety Strategy Report has been prepared by Core Engineering Group to nominate proposed Performance Solutions for assessing compliance with the nominated Performance Requirements of the Building Code of Australia in accordance with the methodologies defined in the International Fire Engineering Guideline IFEG [3]. This Fire Safety Strategy is included at **Appendix P**.

The report:

- Defines particular construction details of the development applicable to fire safety management.
- Defines occupant characteristics which may affect their ability to respond and evacuate in fire conditions.
- Defines fire brigade characteristics which may affect their ability to undertake search and rescue and fire attack in fire conditions.
- Establishes the likely risks for occupant and brigade life safety and suitable measures to address those risks.
- Details non-compliance/s for the building and relevant BCA clauses and provides methods for justifying these non-compliances.
- Defines methods proposed for assessing the performance of the Performance Solutions and objectives.

All of the above inform the proposed Fire Safety Strategy which details likely passive, active and management requirements to enable the design to meet the performance requirements of the BCA. The Fire Safety Strategy provides guidance for the design and application of fire safety measures. It highlights specific design considerations for a range of fire safety measures that will undergo analysis as part of the Fire Engineering Report to ascertain whether the relevant Performance Requirements of the BCA are satisfied.

All recommendations and non-compliances identified within the Fire Safety Strategy Report will be addressed and resolved in the detailed design documentation of the proposed development prior to the issue of a construction certificate.

6.13. OTHER MATTERS

The following additional matters have been considered in the preparation of this EIS.

Table 16 – Other Matters

Issue	Comment
Biodiversity	A detailed analysis of ecological issues and biodiversity values of the OSE was provided in the Biodiversity Assessment Report (BAR) prepared in accordance with the Framework for Biodiversity Assessment Methodology (FBA) and approved under the Concept and Stage 1 SSDA for the OSE. The assessment within the Stage 1 SSDA sufficiently assessed the removal of vegetation on the OSE site and provided appropriate mitigation measures including Biodiversity Offset and Rehabilitation and maintenance. Development Site 3B currently contains low diversity exotic grassland. The Concept and Stage 1 SSDA for the OSE included the removal of some vegetation from the overall precinct and estate-wide bulk earthworks. The development of Site 3B would not require the clearing of additional vegetation beyond that assessed under the Concept Proposal and Stage 1 SSDA. Therefore, the proposed development of Site 3B will have no additional impacts on biodiversity.
Salinity	The OSE Concept Proposal SSDA included Geotechnical and Soils Assessments. There will be no notable geotechnical impacts for OSE or Site 3B of the OSE.

7. ENVIRONMENTAL RISK ASSESSMENT AND MITIGATION MEASURES

7.1. RISK ASSESSMENT AND MITIGATION

The EIS for the Stage 1 SSDA undertook a comprehensive environmental risk analysis to identify potential environmental impacts and the recommended mitigation measures to be implemented to manage the risk.

The risk assessment methodology adopted for the OSE SSDA aimed to recognise that issues and impacts could be mitigated through both design responses applied in the planning of the project and/or through mitigation measures, applied in the assessment process. As such, the risk assessment for the OSE SSDA was introduced at two key stages of the project being the Project Design and Planning and the Impact Assessment Stage.

The level of risk was assessed by considering the potential impacts of the proposed development prior to application of any mitigation or management measures.

The risk assessment undertaken as part of the Stage 1 SSDA built upon the analysis undertaken as part of the broader OSE risk assessment process considering issues in the context of the proposed Concept Proposal first and focusing assessment of the Stage 1 Development on the remaining issues of importance for the building design and construction works.

In this regard the approach to the impact assessment and recommended mitigation measures for the subject Toyota SSDA has been tailored to suit the specific development having regard to the specific impact mitigation measures that will be implemented during the works approved by the Stage 1 SSDA. It is considered that the majority of these mitigation measures will ensure that there will be minimal environmental risk associated with the development of Site 3B. This is because the majority of site establishment and infrastructure works will be undertaken in accordance with the approved Stage 1 the OSE.

The risk assessment for the Concept and Stage 1 Approval SSD 6917 thereby acts as a ‘screen’ or ‘filter’ for certain issues that, if adequately addressed through one part of the proposal, will not require further assessment or mitigation in relation to other parts of the SSDA and future stages of the OSE.

Table 17 details the specific mitigation measures responding to each impact (satisfying the SEARs for a consolidated summary of all proposed mitigation measures) also based upon the range of technical and specialist consultant reports appended to this EIS.

In this regard Goodman commits to undertaking the proposed development having regard to the required mitigation measures detailed in this table.

Table 17 –Mitigation Measures

Key Matter	SSDA Component	Proposed Mitigation Measure
Development Consent SSD 6917	**Design/ Construction/Operation**	Imposition of conditions where relevant to ensure a consistent approach for all development across the OSE.
Traffic and Transport		
Traffic Generation (Construction)	**Construction**	Adoption of a Transport Management Plan (CTMP) will mitigate impacts arising from the demolition and construction stage of development.
Traffic Generation (Operational)	**Operation**	A sustainable travel plan will be adopted providing measures by which to promote alternative travel choices and reduce private vehicle usage of employees commuting to the site in accordance with the Condition C9 of SSD 6917. Impacts from the quantum of traffic likely to be generated by the site have been accounted for in the previous Concept and Stage 1 application assessment. Road safety and capacity is therefore considered to be acceptable. No road or intersection upgrades, beyond those being undertaken as part of the approved Concept and Stage 1 SSDA and section 96 modification applications are required to accommodate the proposal. Proposed car parking meets the minimum requirements according to the approved rates provided within SSD 6917. The proposed access arrangements will comply with the relevant Australian Standards with consideration of appropriate intersection location, suitable access design to accommodate the intended use and adequate sight distance to vehicles and pedestrians on public roads
Dangerous Goods	**Operation**	Mitigation for impacts resulting from incidents will be managed through the adoption on of the Dangerous Goods Transport Incident Management Strategy prepared by Goodman and included at **Appendix M** of this EIS

Key Matter	SSDA Component	Proposed Mitigation Measure
Urban Design and Visual		
Layout, staging, site coverage setbacks, open space and landscape areas	**Design**	Proposed layout will be according to the layout as proposed to be modified by the concurrent s.96 application to the Stage 1 SSDA 6917. The proposed building has been setback further than the minimum required from street frontages to accommodate truck, staff and visitor parking zones, thus lessening the warehouse building's visual imposition on the streetscape Landscaping will be provided along the street frontages and will incorporate endemic species as detailed within the landscaping plans at **Appendix E.**
Visual Impacts	**Design/Operation**	Proposed warehouse building has been designed to be below the maximum permissible height of 15m. Neutral colours to be used to warehouse buildings and facades with additional swatches of "Toyota" Red. All signage will face Estate Road 4 and 1 and well below the maximum permissible building height of 15m The proposed Toyota building will be obscured from key views by other development within the OSE as assessed in the VIA. Nevertheless views to the OSE will be mitigated by the acoustic wall and increased 30m landscape buffer with 5m landscaped mound serves to mitigate the visual impacts in along the southern boundary approved by SSD 6917.
Reflectivity	**Design/Construction**	As per Condition C14 of Consent 6917 for the Concept and Stage 1 Development The visible light reflectivity from building materials used in the facades of the buildings will not exceed 20 per cent and will be designed so as to minimise glare. A report demonstrating compliance with these requirements will be submitted to the satisfaction of the Certifying Authority for each future warehouse building prior to the issue of the relevant Construction

Key Matter	SSDA Component	Proposed Mitigation Measure
		Certificate.
Outdoor Lighting	**Design/Operation**	Development to comply with AS/N21158.3:1999 Pedestrian Area (Category P) Lighting and A54282: 1997 Control of Obtrusive Effects of Outdoor Lighting
Cut and Fill	**Construction**	All additional fill utilised on the site will be classified as VENM or ENM. Site drainage works will account for the proposed pad level and will ensure drainage to the Estate system.
Noise and Vibration	**Construction**	Construction works to be undertaken only within the approved construction hours for the OSE SSDA, being: - Monday to Friday 7.00 am to 6.00 pm. - Saturday 8.00 am to 1.00 pm. The specific conditions relating to mitigating impacts from construction noise will be reflected within the CEMP which is submitted with this SSDA. The CEMP will also include the following additional mitigation measures • Avoiding the coincidence of noisy plant working simultaneously close together • Equipment which is used intermittently is to be shut down when not in use. • Where possible, equipment with directional noise emissions should be oriented away from sensitive receivers. • Regular compliance checks on the noise emissions of all plant and machinery used for the proposal. • Ensure non-tonal reversing alarms are utilised on all items of plants and heavy vehicles used for construction. • Any permanent noise walls should be constructed as early as practicable during the construction phase of the OSE to assist in reducing construction noise impacts.

Key Matter	SSDA Component	Proposed Mitigation Measure
	Operation	Noise generated by the operation of the Development does not exceed the noise limits approved in Consent SSD 6917 for the Concept and Stage 1 development of the OSE. Noise walls approved in SSD 6917 must be constructed, prior to the commencement of operation of the Toyota facility. Noise validation reports are prepared prior to the construction the warehouse building to demonstrate that operation of the mechanical plant meets the noise limits approved in Consent SSD 6917 for the Concept and Stage 1 development of the OSE. Noise management should be undertaken in accordance with Consent SSD 6917 as follows to prevent and minimise noise and vibration during the operation of the development this may include the preparation of a site specific noise management plan.
Vibration Impacts	**Construction**	The Development will constructed with the aim of achieving the following construction vibration goals approved in Consent SSD 6917 for the Concept and Stage 1 development of the OSE: (a) for structural damage, the vibration limits set out in the German Standard DIN 4150-3: Structural Vibration - effects of vibration on structures; and (b) for human exposure, the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006).* Wherever practical, piling activities must be undertaken using quieter alternative methods than impact or percussion piling, such as bored piles or vibrated piles.
Noise Verification – External Mechanical Plant	**Operation**	In accordance with Condition E37 of the OSE Consent a Noise Validation Report (NVR) will be prepared to demonstrate that operation of the external mechanical plant meets the noise limits in Condition E35 of the OSE Consent 6917.

Key Matter Soils and Water	SSDA Component	Proposed Mitigation Measure
Erosion and Sediment Control	**Construction**	Erosion and sediment controls as detailed within the Civil Plans and Report at **Appendix G** will be implemented through the CEMP. The erosion control measures proposed for the site will comply with the requirements of Penrith City Council and The Department of Environment, Climate Change and Water (DECC). The proposed SWMP will ensure that the best management practice is applied to the development site in controlling and minimising the negative impacts of soil erosion
Earthworks	**Construction**	Earthworks on the site will be minimal in order to achieve refined site levels. All additional fill utilised on the site will be classified as VENM or ENM The CEMP shall include the recommended measures to mitigate erosion and sedimentation impacts prior to rainfall, as detailed in the Civil Report
Stormwater Management	**Construction/Operation**	Stormwater drainage infrastructure will be constructed to manage stormwater and connect to the overall site stormwater management system for the OSE. Stormwater and drainage will be directed away from electricity transmission easement. The proposed on site stormwater system has been designed to connect to the approved estate-wide stormwater system and comply with the following: • Penrith City Council Design Guidelines for Engineering Works; • Penrith City Council Water Sensitive Urban Design (WSUD) Policy December 2013; and • C3 Water Management DCP. A gross pollutant trap (GPT) will be installed within the development site on the final downstream stormwater pit prior to discharging off site. GPTs will be owned and maintained by the individual property owner. Finished Floor Levels (FFL) will have a minimum 500mm freeboard to 100 year overland flows. Rainwater tank will be 50kL in accordance with the Penrith City Council C3 Water Management DCP.

Key Matter	SSDA Component	Proposed Mitigation Measure
Salinity Management	**Construction**	Implement the recommendations outlined in the Salinity Management Plan prepared by Pells Sullivan Meynink, reference PSM1541-113L Rev 3, dated 9 September 2015.
Air Quality	**Operation**	No mitigation measures are required.
	Construction	CEMP will include all air quality management measures within the Air Quality report at **Appendix H**. This includes controlling Ambient dust emissions Emissions from plant and machinery Emissions from fuel storage areas Emissions from contaminated soils/odour mitigation
Waste	**Construction**	A Waste Management Plan has been prepared and is included at **Appendix I**. This plan will be adopted and incorporated into the CEMP to be prepared.
	Operation	A Waste Management Plan has been prepared and is included at **Appendix I**. This plan will be adopted for the operational life of the development.
Heritage		
Aboriginal Archaeology	**Construction**	A CEMP and accompanying unexpected finds procedure will provide a method to manage potential heritage constraints and unexpected finds during construction works. Aspects of site area protection that should be included in the CEMP include: – Establishing no-harm areas where appropriate. Depending on the nature and timing of works in the vicinity of identified Aboriginal sites that will not be impacted by the proposed works, it may be appropriate to establish visual markers around no-harm areas to avoid inadvertent impacts. – Nature of the visual markers around no-harm areas. The CEMP should document that type of visual marker will be put in place, such as temporary fencing, high visibility tape and temporary signage. – Provide clear guidance to all site workers on access restrictions to no-harm areas. – Unexpected finds procedure will include: if Aboriginal objects are identified during construction,

Key Matter	SSDA Component	Proposed Mitigation Measure
		work should stop immediately and DLALC, OEH and an archaeologist contacted to identify and record the objects.
Historical Archaeology	**Construction**	A CEMP and accompanying unexpected finds procedure will provide a method to manage potential heritage constraints and unexpected finds during construction works as follows. – If unexpected archaeological finds are discovered during the proposed works, work should cease in the affected area and a qualified archaeologist engaged to assess the significance of the remains. Further archaeological work may be required prior to works recommencing in the affected area.
Greenhouse Gas and Energy Efficiency	**Design/** **Construction/Operation**	Adoption of commitments identified within the Sustainability Management Plan by SLR Consulting at **Appendix K**. These measures have been incorporated into the design so to achieve a minimum of 30% energy reduction. All commitments must be included and shown clearly on the plans to be submitted to the PCA prior to the issue of a Construction Certificate.
Ecologically Sustainable Development	**Design/** **Construction/Operation**	Adoption of commitments identified within the Sustainability Management Plan by SLR Consulting at **Appendix K**. All commitments must be included and shown clearly on the plans to be submitted to the PCA prior to the issue of a Construction Certificate.
Building Code of Australia As per Condition C9 of Consent SSD 6917 – future Development Applications for the construction of buildings shall demonstrate compliance with the BCA as relevant.		All building work is to be undertaken in accordance with the Building Code of Australia and referenced Australian Standards. All construction documentation and building work is to be certified in accordance with the relevant provisions of the *Environmental Planning and Assessment Act 1979.*
Fire Safety	**Construction**	Undertake the development in accordance with the BCA and Fire Safety Strategy which details likely passive, active and management requirements to enable the design to meet the performance requirements of the BCA

Key Matter	SSDA Component	Proposed Mitigation Measure
TransGrid Easement	**Design/Construction**	In accordance with Condition E74 prior to the issue of any Construction Certificate design drawings will be prepared in consultation with TransGrid demonstrating that stormwater accumulated on-site is directed away from the Transgrid easement.

7.2. CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

In accordance with the requirements of the consent for the Concept and Stage 1 SSDA 6917 the proposed construction of Site 3B will be in accordance with a detailed CEMP.

The CEMP captures standard construction methodology, mitigation and management measures and specific impact mitigation measures recommended for the development of Site 3B in the various technical assessments and studies and as detailed within Section 7.1 of this EIS.

The main purpose of the CEMP will be to:

- Describe the Project in detail including all relevant activities to be undertaken on the site during the construction,
- Identify the aspects of construction works that may have potential environmental impacts and how these will be managed, including allocation of responsibilities for employees and sub-contractors who will be working on the project,
- Ensure that the project meets the relevant conditions of consent for the project, legal and other environmental requirements and stakeholder requirements,
- Minimise and mitigate the negative impacts on the community resulting from the environmental impacts from the proposed works,
- Provide all personnel and sub-contractors with information, systems, procedures and documentation necessary to undertake the construction of the proposal in accordance with the relevant Environmental Performance and Management Requirements within Schedule E of Consent SSD 6917 for the OSE including but not limited to:
    - Construction Traffic Management Plan
    - Stormwater Management Plan
    - Fill importation protocols
    - Unexpected finds protocols
    - Landscape Management and
    - Community consultation and complaints handling.

The CEMP will be implemented for the duration of the construction works and will be consistent with the overall CEMP implemented for the construction of the OSE Estate.

8. PROJECT JUSTIFICATION

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

Consistency with Commonwealth, State, Regional and Local planning provisions

The proposal is consistent with the objectives, provisions and strategies outlined within Section 5 of this report, 'Legislative and Policy Framework'. Specifically, the *Environmental Planning and Assessment Act 1979,* State Environmental Planning Policy (State and Regional Development) 2011, A Plan for Growing Sydney, and the Penrith Local Environmental Plan 2010.

Site Suitability

The site is considered suitable for the development given the following

- the site zoning which permits warehouse and distribution uses;
- the project is consistent with the approved Concept and Stage 1 SSD approval 6917 and the proposed Section 96 modification currently being assessed by DPE which establishes the overall use of the precinct for warehouse and distribution purposes;
- the project is compatible with surrounding development and zoning;
- adequate separation is provided from sensitive land uses including residential;
- all potential environmental impacts of the proposal can be suitably mitigated within the site;
- the proposed use is suitably proximate to the regional road network with a good level of accessibility;
- the proposal will not negatively affect the Aboriginal or European heritage or archaeological significance of the site over and above that assessed and considered acceptable by way of SSD 6917;
- the Concept and Stage 1 SSDA for the site has been approved and has assessed in detail the natural and cultural aspects of the site. No further impact on those will be proposed by the subject SSDA.

Employment generation

The proposal will contribute to the growth of the industrial sector in the Western Sydney region. The proposed development is expected to generate 138 operational jobs and approximately 1,200 full time equivalent jobs are anticipated during construction.

Environmental Impacts

Technical consultants practicing in each of the fields identified in the SEARs have been engaged to conduct assessments of the impacts of the proposed development. The consultants have determined the development can be carried out with minimal environmental impacts. No significant impacts will take place as a result of the proposal.

9. CONCLUSION

The proposed development Site 3B for the purpose of warehousing and distribution will involve the construction, fit out and use of a warehouse and distribution facility within Precinct 3, Development Site 3B which is to be used for the storage and distribution of spare parts for motor vehicles.

The facility will be operated by Toyota and will represent the primary facility for its NSW operations with the closure of its existing facility at Woolooware Bay.

The proposal is a type of development listed in Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011. Schedule 1 item 12 identifies Warehouses and Distribution Centres with a capital investment value over $50m as State Significant Development (SSD) under the SEPP framework.

The capital investment value proposed works is approximately $57,606,000. The project is therefore appropriately characterised as SSD and accordingly approval is sought under section 89D of the EP&A Act 1979.

The SEARs assigned to the project have been addressed within this document and throughout the technical appendices.

The proposed use is consistent with the overall development as approved by the Concept and Stage 1 SSDA 6917 for the OSE. It is also consistent with the adjusted estate layout plan proposed in the current s96 modification being considered by the Department of Planning.

The use is permitted under the industrial zoning applying to the site under the SEPP WSEA, and upholds the objectives of this zone with employment generating land uses proposed.

Any potential impacts are able to be reasonably mitigated, thus avoiding any unreasonable impact on amenity of surrounding residential areas, useability of surrounding sites, and environment.

Based on the findings of this EIS, the proposal supports the continued provision of jobs in Western Sydney and will support the regional objectives of the WSEA as an employment precinct.

The proposal is suitable for the local context and is appropriate based on social, cultural, economic and environmental considerations.

As such, it is recommended that SSD 7663 be supported by the Department of Planning and Environment.

DISCLAIMER

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In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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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 SEARS

APPENDIX B CAPITAL INVESTMENT VALUE

APPENDIX C ARCHITECTURAL PLANS

APPENDIX D TRAFFIC IMPACT ASSESSMENT

APPENDIX E LANDSCAPE PLANS

APPENDIX F NOISE IMPACT ASSESSMENT

APPENDIX G CIVIL ENGINEERING PLANS & REPORT

APPENDIX H AIR QUALITY AND ODOUR REPORT

APPENDIX I WASTE MANAGEMENT REPORT

APPENDIX J HERITAGE ADVICE LETTER

APPENDIX K SUSTAINABILITY MANAGEMENT

APPENDIX L SEPP 33 HAZARD ASSESSMENT

APPENDIX M DANGEROUS GOODS TRANSPORTATION STRATEGY

APPENDIX N VISUAL IMPACT ASSESSMENT

APPENDIX O BCA REPORT

APPENDIX P FIRE ENGINEERING REPORT

APPENDIX Q SSD 6917 - CONSENT

BRISBANE
Level 7, 123 Albert Street
Brisbane QLD 4000
Australia
T +61 7 3007 3800

GOLD COAST
45 Nerang Street,
Southport QLD 4215
Australia
T +61 7 5600 4900

MELBOURNE
Level 12, 120 Collins Street
Melbourne VIC 3000
Australia
T +61 3 8663 4888

PERTH
Level 14, The Quadrant
1 William Street
Perth WA 6000
Australia
T +61 8 9346 0500

SYDNEY
Tower 2, Level 23, Darling Park
201 Sussex Street
Sydney NSW 2000
Australia
T +61 2 8233 9900

CISTRI – SINGAPORE
An Urbis Australia company
#12 Marina View
21 Asia Square, Tower 2
Singapore 018961
T +65 6653 3424
W cistri.com

URBIS.COM.AU