



Environmental Impact Statement
State Significant Development Application
(SSD 77020757)

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



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

July 2025

Declaration

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Project Name	Oakdale East Industrial Estate – Precinct 2
SSD number	77020757
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Applicant details	
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<p>The undersigned declares that this EIS:</p> <ul style="list-style-type: none"> • has been prepared in accordance with sections 190 and 192 of the <i>Environmental Planning and Assessment Regulation 2021</i>; • contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates; • does not contain information that is false or misleading; • addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project; • identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments; • has been prepared having regard to the Department's <i>State Significant Development Guidelines - Preparing an Environmental Impact Statement</i>; • contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development; • contains a consolidated description of the project in a single chapter of the EIS; • contains an accurate summary of the findings of any community engagement; and • contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole 	
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Cover image: Photomontage showing Precinct 2 as viewed from the north-west (Source: SBA Architects)

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List of Abbreviations

DPHI	Department of Planning, Housing and Infrastructure
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
LGA	Local Government Area
SEARs	Secretary’s Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSD	State significant development

Summary

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

The proposal is classified as SSD in accordance with Chapter 2 of *State Environmental Planning Policy (Planning Systems) 2021*. Under Schedule 1, clause 12 of the Planning Systems SEPP, development for the purposes of a warehouse or distribution centre at one location and related to the same operation, with an estimated development cost of more than \$50 million is considered to be SSD.

This EIS has been prepared in accordance with the Secretary’s Environmental Assessment Requirements (SEARs) which were issued on 15 November 2024 and the Department’s *State Significant Development Guidelines - Preparing an Environmental Impact Statement* as required by Part 8 of the *Environmental Planning and Assessment Regulation 2021*.

Site and Context

The site is known as the Oakdale East Industrial Estate (OEE). The OEE comprises a total area of 88 ha and includes Lots 102 and 103 in DP1268366. The total site area of Precinct 2 is 15.75 ha and is legally described as part Lot 102 and part Lot 103 in DP 1268366. The location of Precinct 2 within the latest approved Masterplan for the OEE under SSD 37486043 Mod 3 is shown in the figure below.

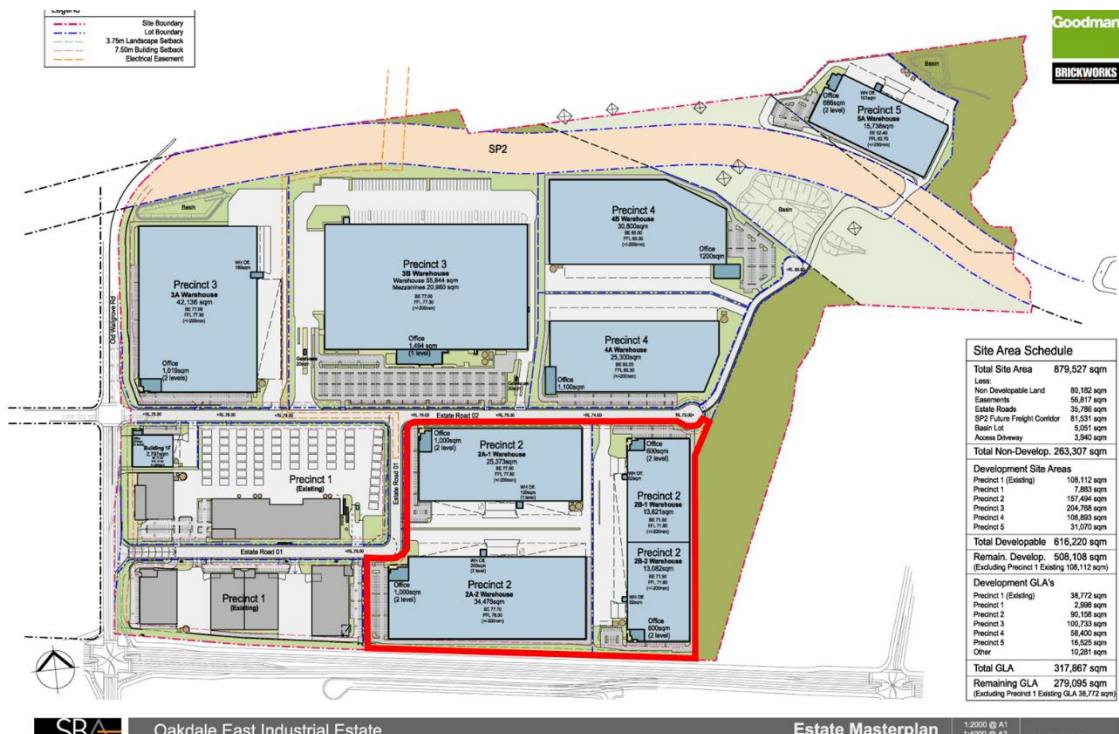


Figure 1: Location of Precinct 2 outlined bold red within the broader OEE (Source: DPHI)

The site has historically been utilised for quarrying purposes which has been increasingly scaled back in recent years. The broader OEE has been utilised for quarrying and brick manufacturing purposes by Brickworks since the 1970s.

Project description

The project elements are summarised in the table below:

Project element	Summary of the project
Project site area	157,494m ²
Site description	Lots 102 and 103 in DP1268366
Number of warehouse buildings	3 buildings, 4 tenancies
Total Building GLA	90,158m ²
Maximum height	14.6m (excluding plant and solar panels)
Total parking spaces	387, allocated relative to size of relevant warehouse tenancy
Construction hours	<ul style="list-style-type: none"> • 7 am to 6 pm Monday to Friday • 8 am to 1 pm Saturday • No work on Sundays and Public Holidays
Operation hours	24 hours, 7 days a week
Infrastructure	No additional infrastructure proposed beyond that approved under SSD 37486043.

Table 1: Project Summary Table

Community engagement

Extensive consultation was undertaken during the preparation and approval of the OEE Concept Approval under SSD 37486043. It is noted that the Concept Approval approved maximum building heights and floor space, with which the proposed buildings under this application have been designed to comply.

The application will be exhibited by the Department of Planning, Housing and Infrastructure (DPHI) whereby the public will be able to make a submission in relation to the proposal. Any submissions received will be considered and addressed by the applicant.

Assessment and mitigation of impacts

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

Impacts considered within the EIS include:

- built form and visual impacts
- traffic and transport
- heritage
- geotechnical
- contamination

- noise and vibration
- biodiversity
- waste management
- sustainability
- stormwater and wastewater

The EIS demonstrates that the proposal complies with the relevant controls and that potential environmental impacts are minimal and can be appropriately managed through a series of mitigation measures.

Project Justification

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

- the proposal supports the development of a vacant and underutilised site within the Western Sydney Employment Area under *State Environmental Planning Policy (Industry and Employment) 2021*, which aligns with the IN1 General Industrial zone objectives in which the site is located.
- the proposal is consistent with the strategic planning context including the following strategies:
 - *Greater Sydney Region Plan*
 - *Western City District Plan*
 - *Fairfield Local Strategic Planning Statement*
 - *Fairfield Community Strategic Plan*
- the development will support 650 jobs over the construction period and 1084 jobs during operation resulting in significant social benefits for the Fairfield LGA.
- the site is suitable for the development as:
 - it is zoned for the proposed warehouse and distribution centre uses
 - it aligns with the intended outcome for the site as approved under the Concept approval under SSD 37486043
 - the proposal provides for significant employment generating floorspace within a locality identified for job generation
 - the proposal is compatible with surrounding development and land uses and appropriately mitigates any impacts to nearby rural residential receivers
 - all potential environmental impacts of the proposal can be suitably mitigated within the site, noting a number of these impacts were addressed under the Concept approval of SSD 37486043

1 Introduction

This Environmental Impact Statement (EIS) supports a State Significant Development (SSD) application for the development of Precinct 2 within the Oakdale East Industrial Estate (OEE) at 2-10 Old Wallgrove Road, Horsley Park. The application is lodged under section 4.38 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The application seeks approval for the construction, operation, use and fit-out approval of three warehouses spanning circa 90,158m². The development is proposed to be staged across two stages. Approval is sought for 24/7 hour operation of the four tenancies at Precinct 2 for warehouse and distribution use. This application specifically seeks approval for the following:

- Precinct 2 Total GLA (Warehouse + Office) = 90,158 m² (excl. construction tolerance);
 - Building 2A-1:
 - Warehouse - 25,373 m²
 - Office - 1,000 m²
 - Dock Office - 100 m²
 - Total: 26,473 m²
 - Building 2A-2:
 - Warehouse - 34,478 m²
 - Office - 1,000 m²
 - Dock Office - 200 m²
 - Total - 35,678 m²
 - Building 2B-1:
 - Warehouse - 13,621 m²
 - Office - 600 m²
 - Dock Office - 52 m²
 - Total - 14,273 m²
 - Building 2B-2:
 - Warehouse - 13,082 m²
 - Office - 600 m²
 - Dock Office - 52 m²
 - Total - 13,734 m²
- 14.6m ridge height to be adopted;
- 20m cantilevered awnings over hardstand;
- 3m awnings over the recessed docks;
- Speculative facilities - i.e. no specific tenants identified at this stage;
- 2A-1/2 and 2B-1/2 will respectively share their fire infrastructure/ essential services;
- Ambient warehouses (no temp control);
- Generic fit-out to be included on plans within DA;
- Solar will be installed to the facilities;
- Targeting 5 Star Greenstar Rating;

The proposal is classified as SSD in accordance with Chapter 2 of *State Environmental Planning Policy (Planning Systems) 2021*. Under Schedule 1, Section 12 of the Planning Systems SEPP, development for the purposes of warehouse or distribution centres at

one location and related to the same operation with an estimated development cost of more than \$50 million is considered to the SSD.

The Estimated Development Cost (EDC) for the project is estimated at \$130,615,000. An EDC Report is included at Appendix 9.

On 15 November 2024, Secretary's Environmental Assessment Requirements (SEARs) were issued, and the project was assigned the application number SSD 77020757. Consideration of the SEARs is provided at Appendix 1.

The Applicant's details are provided in the table below.

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

Table 2 Applicant details

1.1 Site Description

The subject site is located at 2-10 Old Wallgrove Road, Horsley Park in the Fairfield local government area (LGA). The site is legally described as Lots 102 and 103 in DP 1268366 and is irregular in shape.

The broader OEE forms the eastern extent of the 421 hectare (ha) Oakdale Industrial Estate and is located approximately 15 kilometres (km) west of the Parramatta CBD and approximately 13 km north-east of the Western Sydney International Airport site (Figure 2). The OEE is located within the 'Southern Employment Lands' precinct within the Western Sydney Employment Area (WSEA) as identified under Chapter 2 of *State Environmental Planning Policy (Industry and Employment) 2021*.

Precinct 1 is currently occupied by 4 smaller warehouse buildings and a larger masonry plant in the south-western corner of the site on Lot 102 in DP1268366 (Figure 3). The development of these warehouses was approved by Fairfield City Council (Council) in 2019. Precinct 3 of the OEE is also currently being developed in accordance with the Stage 2 approval under SSD 37486043.

Given the site's history and use as a quarry, the majority of the site has been significantly disturbed, with the former masonry plant located in the western area of the site. Vegetation is generally limited to the eastern boundary of the site, in the Reedy Creek riparian corridor. As was assessed under SSD 37486043, there are no known heritage items on the site or within 500m of the site.

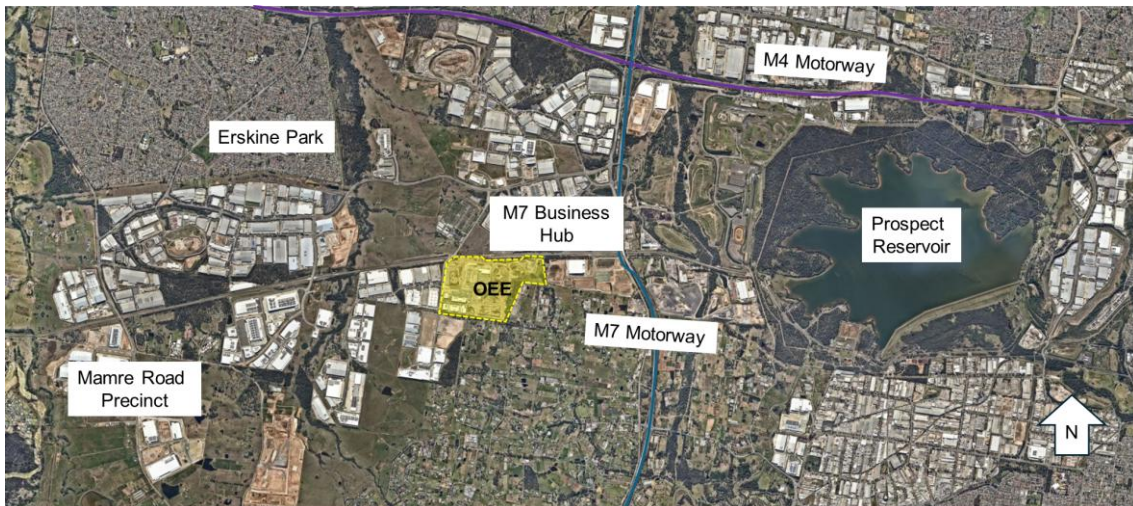


Figure 2: Oakdale East Estate in its regional setting (Base source: Nearmap)



Figure 3: Current site layout (Base source: Nearmap)

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

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

The surrounding locality is characterised by industrial, rural and rural residential uses, as described below (and shown in Figure 4):

- North – the M7 Business Hub is located to the north of the subject site beyond Sydney Water’s Warragamba Pipeline. The M7 Business Hub provides industrial and

commercial uses. Also to the north is the Eastern Creek Zone Substation operated by TransGrid and Ausgrid.

- East – Reedy Creek, a riparian corridor, forms part of the eastern boundary. Rural residential land zoned RU4 Primary Production Small Lots under the *Fairfield Local Environmental Plan 2013* and undeveloped land zoned IN1 General Industrial under the *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP) is located further east.
- South – to the immediate south of the site is the future corridor of the Southern Link Road (SLR) to connect the M7 Motorway with Mamre Road. The RU4 Primary Production Small Lots zone forms the south-eastern boundary of the OEE. To the southwest of the site is the former CSR brickworks and quarry which has been redeveloped as a warehouse and logistics estate under DA 893.1/2013 (CSR Estate) and SSD 10436 (ESR Horsley Logistics Park)
- West – the broader Oakdale Estate industrial precinct is located west of the OEE. Oakdale Central directly adjoins the western boundary beyond Old Wallgrove Road, with the Oakdale West and South Estate adjoining the boundaries of Oakdale Central.

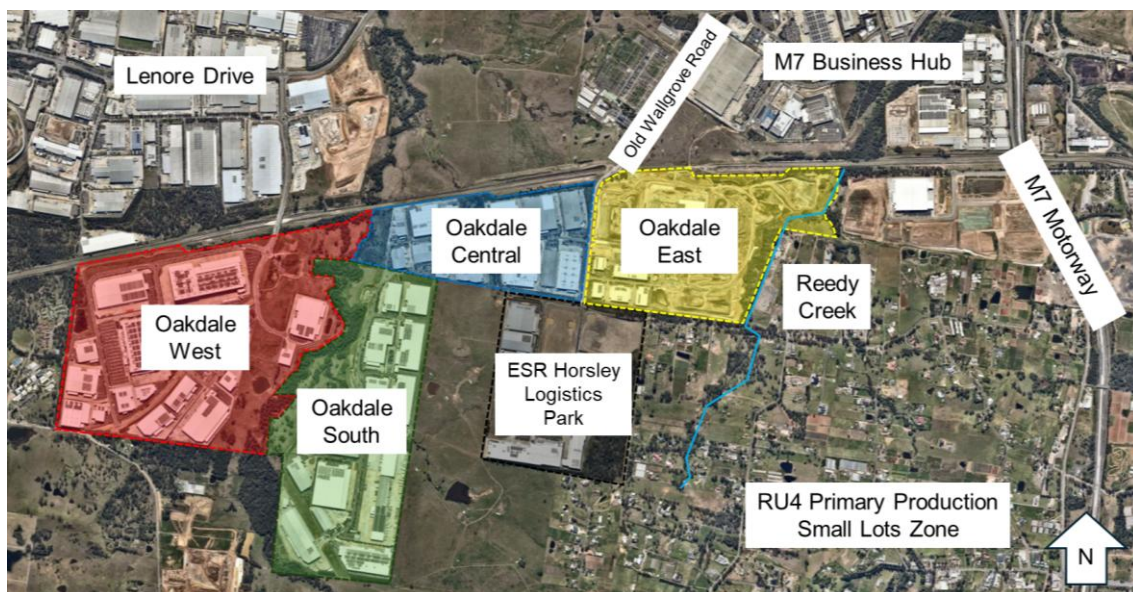


Figure 4: Oakdale East Industrial Estate in context of surrounding Oakdale Estates and other development in the WSEA (Base source: Nearmap)

1.2 Development Objectives

The objectives of the development are:

- to facilitate warehousing and distribution centre uses within the OEE consistent with the Concept Approval (SSD 37486043);
- to provide for employment generating uses within the Western Sydney Employment Area;
- to provide for warehousing and distribution centre uses which are designed to manage and mitigate any environmental impacts through complying with the controls established under SSD 37486043; and
- to ensure that any potential impacts to surrounding uses are minimised.

1.3 Background

1.3.1 Relevant History

Precinct 1 of the OEE was approved by Council under DA 93.1/2019 on 1 April 2020. Specifically, approval was granted for:

Construction of an Industrial Complex of Four (4) Industrial Warehouse Buildings, Construction And Fitout of a Masonry Plant and Associated Site Works, Signage And Subdivision.

Works under DA 93.1/2019 were completed in 2021.

Earthworks and rehabilitation for the broader OEE were also approved by Council on 2 August 2022. Specifically, the following works within Precinct 2, 3 and 4 of the OEE were approved under this consent:

Proposed Earthworks and Rehabilitation Works at the Subject Premises to provide relative levels suitable for future industrial development and will include the following works:

- *Demolition of existing structures.*
- *Site remediation and rehabilitation works.*
- *Extensive cut and fill works to provide bulk pad levels suitable for industrial future development.*
- *Stormwater system suitable for industrial development including swales and detention basins.*
- *Clearance of approximately 2.26ha of vegetation.*
- *Retaining walls.*

Subsequent to the above approved DAs, the OEE and relevant concept proposal was approved under SSD 37486043 on 11 October 2023. The original approval under SSD 37486043 included:

- a Concept Proposal for an industrial estate to be built over five stages, including development controls; and
- a Stage 2 development for earthworks, intersection works, construction of estate roads and services, subdivision, noise barriers, biodiversity offsets and construction, fit-out and operation of an expansion of an existing warehouse in Precinct 1 and three new warehouses in Precinct 3.

SSD 37486043 has been subject to five modifications, summarised as follows:

- Modification 1 – modification to layout in Precincts 1 and 3, approved 21 February 2024.
- Modification 2 – modification to layout and size of Building 3A in Precinct 3, approved 3 October 2024.
- Modification 3 – modification to ensure Precinct 5 is included under the Concept Approval, to revise the layout and detailed design of Basin C located between Precincts 4 and 5, and revise pathways and landscaping under the Concept Approval within Precinct 4, approved 4 March 2025.

- Modification 4 - modification seeks to make a minor amendment to the façade design and layout of Warehouse 3B's fire safety stairs and provide a new window opening within the employee facilities area, approved 17 April 2025.
- Modification 5 - modification seeks proposed design amendments to Lot 3A to reflect tenant requirements, currently under assessment.

Modification 5 is currently under assessment with DPHI. Notwithstanding, this modification has no implications on the development of Precinct 2.

1.4 Related Development

Since the approval of Precinct 1 of the OEE in 2019, quarrying operations have been scaled back and the Precinct 1 development under DA 93.1/2019 has been completed. Details of previous DAs through Fairfield City Council and the Regional Planning Panel that are relevant to the site are provided in Table 3.

Application	Description	Status
DA 93.1/2019	<p>Stage 1 construction of the OEE facilitating an industrial complex including:</p> <ul style="list-style-type: none"> • site-wide earthworks, infrastructure and services • site contamination investigation and remediation action plan • construction and use of a masonry plant with a production capacity of 220,000 tonnes • construction of 4 warehouses for generic warehouse and distributing uses <p>The DA also included the provision of an 'Estate Wide Development Control Plan' applying to Precincts 1 and 2. Works were limited to Lot 100 only.</p>	Approved by Joint Regional Planning Panel 1 April 2020
DA 133.1/2019	Torrens Title subdivision to create two lots.	Approved by Council 11 March 2021
DA 163.1/2020	Construction of road, drainage works, associated civil works and landscaping within Lot 100.	Approved by Council 24 April 2020
DA 347.1/2021	<p>Approved works include:</p> <ul style="list-style-type: none"> • provision of a stormwater system suitable for industrial development including swales and detention basins; • cut and fill works to provide bulk pad levels suitable for future development; and • demolition of the Brick Factory and rehabilitation of the surrounding land. 	Approved by Council 2 August 2022

Application	Description	Status
DA 118.1/2025	DA seeking approval for the development of Precinct 5 of the OEE, including: <ul style="list-style-type: none"> • construction, operation, fit-out and use of a 16,525m² warehouse, including an ancillary office space, loading bays, landscaping, electric vehicle charging, solar panels, signage and subdivision • infrastructure works to provide a serviced development pad including appropriate stormwater infrastructure and retaining walls • completion of road infrastructure and services to provide access to Precinct 5 	Under assessment – lodged 17 April 2025

Table 3: Relevant site application history

2 Strategic Context

2.1 Strategic justification

The Applicant is committed to providing high-quality industrial buildings that provide employment generating development that support the local and regional economy and providing infrastructure in line with relevant strategic planning documents.

The site is an ideal strategic location for the large format warehouse typology. The large format warehouse typology within the context of the site, ensures efficient land use whilst being in close proximity to major road networks for ease of access for future employees.

Specifically, given the site's context and location within the WSEA (WSEA) and within close proximity to the M7, it is considered the redevelopment of the site will meet the relevant strategic planning directions for the area.

The site is also strategically located with close access to the M4 Motorway to the north, with the Great Western Highway located just north of the M4. The future Western Sydney Freight Line is also adjacent to the boundary of Precinct 2 which will connect Western Sydney to Port Botany.

In addition to the above, the proposed development is aligned with the applicable state, district and local strategic plans and policies including:

- *State Infrastructure Strategy*
- *Greater Sydney Region Plan*
- *Western City District Plan*
- *Fairfield Local Strategic Planning Statement*
- *Fairfield Community Strategic Plan*

A detailed assessment of the proposal against each strategy is provided at Appendix 5.

2.2 Key features of the site and surrounds that could affect, or be affected

The local and regional setting is characterised by industrial and rural residential land uses. As previously noted, the site's existing operations involve quarrying and brick manufacturing and the site forms the eastern extent of the Oakdale Industrial Estates as shown in Figure 4. Precinct 2 is located within the south-eastern corner of the OEE. Quarrying and brick manufacturing has been scaled back since the approval of the Concept Proposal for the OEE under SSD 37486043. The site is zoned IN1 General Industrial under the Industry and Employment SEPP.

A portion of the site is zoned C2 Environmental Conservation associated with the Reedy Creek riparian corridor, which forms the eastern boundary of the OEE. Appropriate setbacks to the Reedy Creek corridor are proposed to ensure its protection and preservation, in addition to managing bush fire risks to the proposed buildings in the estate. The site area as proposed under this application does not include any land zoned C2.

An SP2 Infrastructure zone runs through the north-eastern portion of the site, designated a Major Infrastructure Corridor (MIC) under the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP). This corridor has been reserved to facilitate the Western Freight Line, a dedicated freight rail line connecting Port Botany and the Western Parkland City. Precinct 2 does not adjoin the reserved infrastructure corridor.

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

Given the site's context and location within the WSEA and the directions outlined for the Western City District, the redevelopment of Precinct 2 as proposed will meet relevant strategic planning for the area.

2.3 Potential cumulative impacts

Given the site's strategic location within the Southern Employment Lands of the WSEA, the main cumulative impacts will be in relation to surrounding industrial and emerging industrial and warehouse developments.

The key potential cumulative impacts include:

- traffic generation
- construction noise and vibration
- ongoing and operational noise
- visual impacts

The potential cumulative impacts of the project are addressed in Section 6 in accordance with the DPE *Assessing Cumulative Impacts guidelines*.

2.4 Agreements with other parties

A VPA between Goodman and the Minister for Planning was entered under Section 7.4 of the EP&A Act in 2023 in relation to the OEE. In accordance with the adopted VPA, the application of Sections 7.11 and 7.12 of the Act is not excluded in respect of the development.

2.5 Analysis of feasible alternatives

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

Given the site's context, being zoned industrial, adjoining industrial uses and located within the WSEA, it is considered that any alternative development of a non-industrial

nature to that proposed would result in land use conflicts and would be contrary to the applicable strategic planning directions for the locality.

The neighbouring rural residential receivers to the south and east have also informed the proposed warehouse layouts to minimise any potential impacts on these receivers.

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

Based on the above, it is considered the proposal will form a high-quality addition to the evolving urban context of Horsley Park, deliver significant economic benefits and make best use of its strategic location in the WSEA.

3 Project description

3.1 Project overview

The proposal seeks to facilitate the construction of three warehouse buildings (four tenancies), comprising warehouse and distribution centre uses, incorporating onsite car parking and ancillary offices. The proposed development will provide approximately 90,158m² of GLA.

The proposed development endeavours to positively contribute to the local area by providing a high-quality industrial development, inclusive of a workplace that achieves flexibility, adaptability, wellness and amenity, all contributing to activating and revitalising the WSEA.

The proposal will establish functional and flexible warehouse and office facilities that provides Goodman and its customers excellent amenity, setting a benchmark for the premium Industrial sector. The development will be an exemplar in sustainability, safe, able to appeal to and respond to a variety of tenant needs and feature an increased focus on wellbeing.

A summary of the main elements of the project is provided in Table 4 and the proposed site layout is shown in Figure 5.

Key aspects	Description
Project area	<ul style="list-style-type: none"> • The site has a total area of 157,494m² • The site has a frontage of approximately 394m to Estate Road 02 to the North, and approximately 215m to Estate Road 01 to the West.
Physical layout and design	<p>Warehouse 2A-1</p> <p>The proposed works, design and layout consist of:</p> <ul style="list-style-type: none"> • 26,473m² of total gross leasable area (GLA) comprising approximately: <ul style="list-style-type: none"> ○ 25,373m² of Warehouse GLA ○ 1,000m² of Office GLA ○ 100m² of Dock Office GLA • maximum building height of 14.6m (excluding plant and solar panels) • 113 car parking spaces • 18 bicycle parking spaces • end of trip facilities including 40 lockers, 8 showers and 8 change rooms (separate facilities for men and women) • site landscaping • 7 business identification signs, including wayfinding signage <p>Warehouse 2A-2</p> <p>The proposed works, design and layout consist of:</p> <ul style="list-style-type: none"> • 35,678m² of total gross leasable area (GLA) comprising approximately: <ul style="list-style-type: none"> ○ 34,478m² of Warehouse GLA ○ 1,000m² of Office GLA ○ 200m² of Dock Office GLA

Key aspects	Description
	<ul style="list-style-type: none"> • maximum building height of 14.6m (excluding plant and solar panels) • 152 car parking spaces • 24 bicycle parking spaces • end of trip facilities including 118 lockers, 8 showers and 8 changerooms (separate facilities for men and women) • site landscaping • 6 business identification signs, including wayfinding signage <p>Warehouse 2B-1</p> <p>The proposed works, design and layout consist of:</p> <ul style="list-style-type: none"> • 14,273m² of total gross leasable area (GLA) comprising approximately: <ul style="list-style-type: none"> ○ 13,621m² of Warehouse GLA ○ 600m² of Office GLA ○ 52m² of Dock Office GLA • maximum building height of 14.6m (excluding plant and solar panels) • 62 car parking spaces • 10 bicycle parking spaces • end of trip facilities including 24 lockers, 7 showers and 7 changerooms (separate facilities for men and women) • site landscaping • 6 business identification signs, including wayfinding signage <p>Warehouse 2B-2</p> <p>The proposed works, design and layout consist of:</p> <ul style="list-style-type: none"> • 13,734m² of total gross leasable area (GLA) comprising approximately: <ul style="list-style-type: none"> ○ 13,082m² of Warehouse GLA ○ 600m² of Office GLA ○ 52m² of Dock Office GLA • maximum building height of 14.6m (excluding plant and solar panels) • 61 car parking spaces • 10 bicycle parking spaces • end of trip facilities including 24 lockers, 7 showers and 7 changerooms (separate facilities for men and women) • site landscaping • 4 business identification signs, including wayfinding signage
Uses and activities	<p>The proposal seeks approval for four (4) warehouse and distribution facility tenancies across three (3) buildings. Each facility will operate 24 hours, 7 days a week.</p> <p>The proposed warehouse and distribution facility uses along with the proposed operational hours is consistent with that approved under SSD 37486043 (Concept Approval and Stage 2 works within the OEE).</p>
Stages	<p>The development is proposed to be carried out in two (2) stages as follows:</p> <ul style="list-style-type: none"> • Stage 1 – Building 2A-1 and 2A-2

Key aspects	Description
	<ul style="list-style-type: none"> Stage 2 – Building 2B <p>This is shown in Figure 6 below.</p>
Hours of Construction and Operation	<p><i>Construction hours:</i></p> <ul style="list-style-type: none"> 7 am to 6 pm Monday to Friday 8 am to 1 pm Saturday No work on Sundays and Public Holidays <p><i>Operational hours:</i></p> <ul style="list-style-type: none"> 24 hours, 7 days a week

Table 4: Main elements of the project



Figure 5: Proposed Precinct 2 Site Plan (Source: SBA Architects)

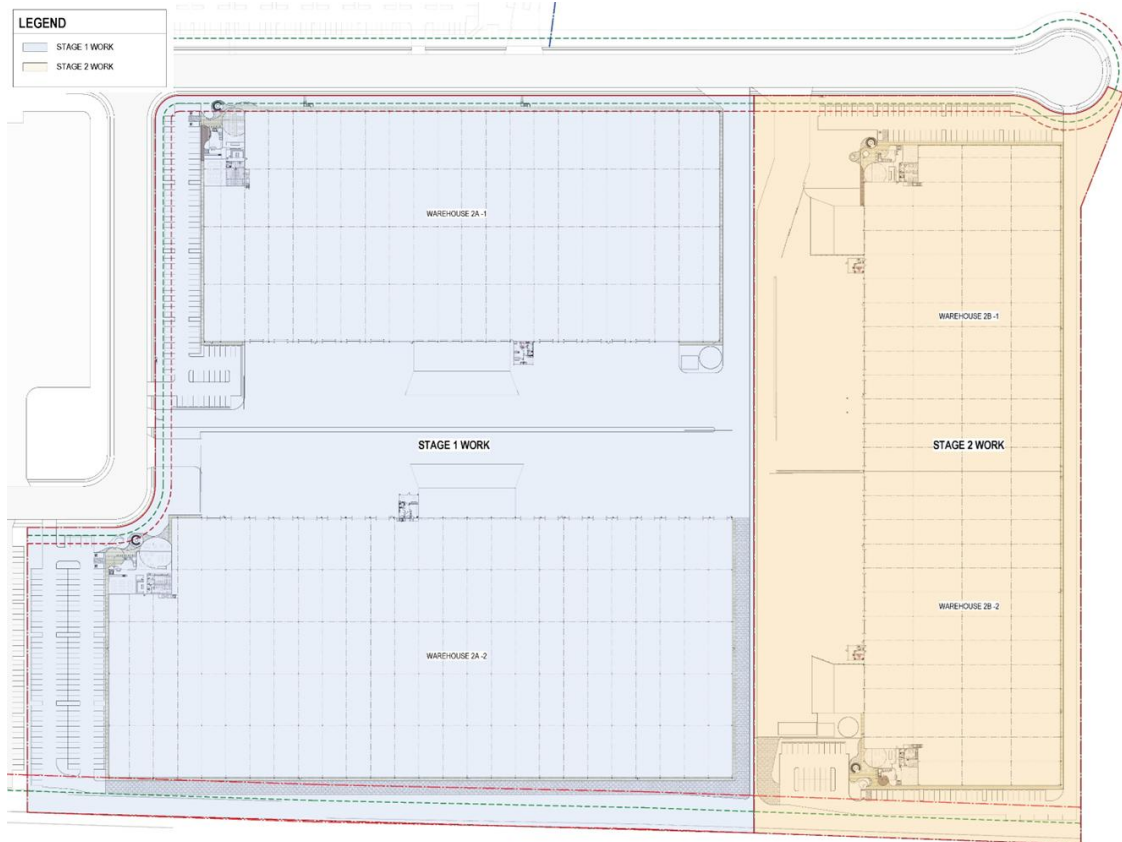


Figure 6: Proposed Staging Plan for Precinct 2 (Source: SBA Architects)

3.2 Detailed description

3.2.1 Project area

The broader OEE site has a total site area of approximately 88 ha and is the eastern extent of the Oakdale Industrial Estate.

The site area of Precinct 2 subject to this application is approximately 15.7 ha and is bound by approved Estate Road 01 to the west, rural residential uses and the future Southern Link Road corridor to the south, vegetation and rural residential uses to the east and approved Estate Road 02 to the north.

3.2.2 Physical layout and design

The proposed development of Precinct 2 will include the development of three warehouses, facilitating four tenancies with Warehouses 2A-1 and 2A-2 occupying individual buildings and Warehouse 2B-1 and 2B-2 sharing a party wall.

Access to warehouses within Precinct 2 is either from Estate Road 01 to the west or Estate Road 02 to the north.

The layout and arrangement of warehouses within Precinct 2 is shown in Figure 5 and in the Architectural Plans at Appendix 2.

The physical layout and design have been guided by the Oakdale East Estate Development Control Plan (DCP) which is assessed at Appendix 6.

Built form

The proposed building elevations, which illustrate the height and built form, are provided at Figure 7 and Figure 8.

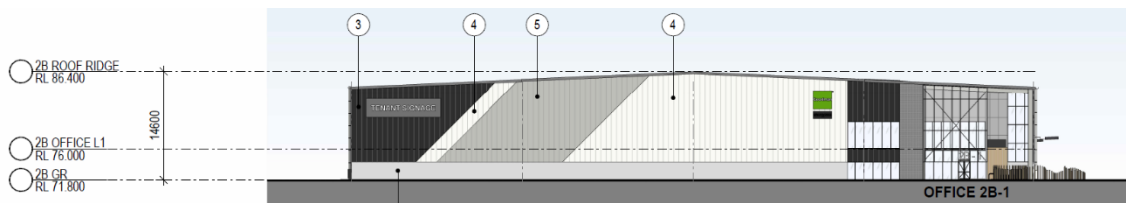


Figure 7: Warehouse 2B North Elevation (Source: SBA Architects)

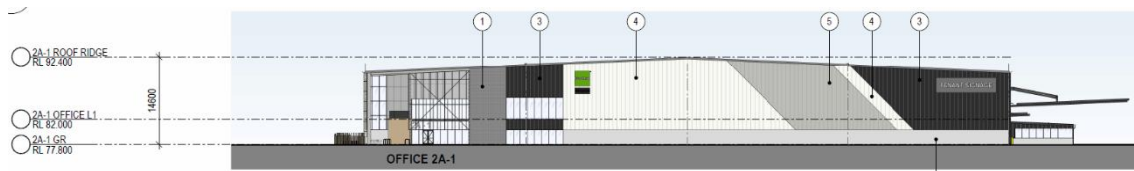


Figure 8: Warehouse 2A-1 West Elevation (Source: SBA Architects)

The buildings have a maximum height of 14.6m (excluding rooftop plant and solar).

The proposed built form is set back 17.5m from the southern site boundary.

There is 3,408m² office use GFA provided, comprising 3,200m² office space and 208 m² dock office space. Offices are appropriately and conveniently located adjacent to employee and customer parking.

The location of the office component for each warehouse as shown in Figure 5 above is as follows:

- Warehouse 2A-1 – north-west corner of building
- Warehouse 2A-2 – north-west corner of building
- Warehouse 2B-1 – north-west corner of building
- Warehouse 2B-2 – south-west corner of building

The proposed external design incorporates charcoal and grey metal wall sheet cladding, brickwork, stainless steel mesh for vertical plantings, pre-cast concrete and glazing to ensure the proposed structures are in keeping with the surrounding landscape and adjoining precinct facilitates within the surrounding estate.

The selected materials and façade design are shown in Figure 9 and Figure 10 and on the external finishes legend provided in the Architectural Plans in Appendix 2.



Figure 9: Artist impression of 2A-1 office



Figure 10: Artist impression of 2B-1 office

Landscaping

The proposal includes approximately 15,831m² of hard and soft landscaping, which is equivalent to 10.05% of the precinct area. Approximately 13,527 m² (8.59%) of deep soil area will be provided.

The proposed landscape design prioritises combatting varying climate conditions by implementing permeable surfaces and varying planting typologies throughout large planting areas to reduce stormwater run-off. The planting employs species specifically chosen to be drought tolerant given the Western Sydney climate. For further detail on planting typologies proposed for this development, please refer to planting schedule in Landscaping Plans prepared by Scape Design in Appendix 14.

The provision of dense tree planting to assist in the screening of hardstand and built form also contribute to the urban cooling, biodiversity and native habitat of the site. The additional planting of tree canopies will contribute to the greening of the facility. In particular, dense planting is proposed to the southern boundary of Precinct 2 which will aid in visually screening the development from rural residential receivers to the south. The site is currently well screened to the east by vegetation located within the Reedy Creek Riparian Corridor. The proposal comprises approximately 8,521m² (5.41% of site area) of canopy coverage.

Landscape strips are provided throughout the car parking area which assists in softening hardstand areas. Proposed tree plantings along the southern boundary will also assist in screening the development and breaking up any perceived bulk.

The proposed landscaping master plan is shown in Figure 11. The proposed planting scheme and details are included in the Landscape Plans at Appendix 14.



Figure 11 Landscape master plan (Source: Scape Design)

Access and parking

Vehicular access for both trucks and cars to Precinct 2 will be provided via Estate Road 01 and Estate Road 02. Driveway location is shown in Figure 5 to demonstrate access to Precinct 2 from the broader OEE.

The proposal incorporates the provision of a total of 388 car parking spaces. These spaces are divided between the four warehouse units, this includes 113 at 2A-1, 152 at 2A-2, 62 at 2B-1 and 61 at 2B-2. The proposed car parking spaces are located around the periphery of the site, next to each ancillary office components.

A total of 67 loading docks are provided within Precinct 2. Loading docks have been allocated as follows:

- Warehouse 2A-1: 8 recessed docks and 12 on grade docks
- Warehouse 2A-2: 8 recessed docks and 16 on grade docks
- Warehouse 2B-1: 4 recessed docks and 8 on grade docks
- Warehouse 2B-2: 4 recessed docks and 7 on grade docks

3.2.3 Uses and activities

The proposal seeks approval for warehouse and distribution uses with ancillary office space. Precinct 2 will comprise 4 warehouse tenancies across 3 buildings, each with an ancillary office.

Each building will operate 24 hours, 7 days a week.

4 Statutory Context

This application has been prepared pursuant to Part 4 of the EP&A Act. Further, this application is SSD pursuant to section 4.12(8) of the EP&A Act and requires development consent under section 4.15 of the EP&A Act.

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

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2021*
- *Biodiversity Conservation Act 2016*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Industry and Employment) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Sustainable Buildings) 2022*
- *Fairfield Local Environmental Plan 2013*
- *Oakdale East Development Control Plan*

The legislation and EPIs above have been addressed in detail at Appendix 6 and specific key considerations are addressed within the sections below.

Category	Comment
Power to grant approval	<p>Under Section 2.6 of the Planning Systems SEPP, development specified in Schedule 1 of the SEPP is classified as SSD. The development is specified under section 12, Schedule 1 of the Planning Systems SEPP:</p> <p style="text-align: center;">12 Warehouse or Distribution Centres</p> <p>(1) <i>Development that has an estimated development cost of more than the relevant amount for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.</i></p> <p>(2) <i>This section does not apply to development for the purposes of warehouses or distribution centres to which section 18 or 19 applies.</i></p> <p>(3) <i>In this section— relevant amount means—</i></p> <p style="padding-left: 20px;"><i>(a) for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—\$30 million, or</i></p> <p style="padding-left: 20px;"><i>(b) for any other development—\$50 million.</i></p> <p>The proposed warehouse facilities are not defined as “local distribution premises” as it will store and handle goods and materials for regional distribution across greater Sydney and throughout NSW.</p> <p>Furthermore, the EDC for the project is estimated at \$130,615,000. An EDC report is included in Appendix 8.</p>
Permissibility	<p>The site is zoned IN1 General Industrial under the <i>State Environmental Planning Policy (Industry and Employment) 2021</i> (Industry and Employment SEPP).</p>

Category	Comment
	<p>Development for the purposes of a warehouse and distribution centre is permissible with consent in the IN1 General Industrial Zone.</p> <p>There are no works proposed within the C2 portion of the site.</p>
Other approvals	<ul style="list-style-type: none"> • <i>Biodiversity Conservation Act 2016</i> (BC Act 2016): A Biodiversity Development Assessment Report (BDAR) Waiver has been granted for this application given all relevant biodiversity matters were addressed and offsets made under SSD 37486043. The BDAR Waiver request and approval is provided at Appendix 25. • <i>National Parks and Wildlife Act 1974</i>: Although an Aboriginal heritage impact permit under section 90 of the NPW Act is not required for SSD (per section 4.41(d) of the EP&A Act), an Aboriginal Cultural Heritage Assessment Report (ACHAR) was prepared and submitted as part of SSD 37486043. As per the SEARs, this application relies on the original ACHAR submitted with SSD 37486043 which is provided at Appendix 16. • <i>Water Management Act 2000</i>: No controlled activities are proposed under this application. <p>No requirements for other approvals have been identified at this stage.</p>
Pre-condition to exercising the power to gain approval	Pre-conditions to exercising the power to gain approval are discussed at Section 4.1 and addressed in detail at Appendix 5.
Mandatory matters for consideration	Mandatory matters for consideration are discussed at Section 4.2 and addressed in detail at Appendix 5.

Table 5: Statutory requirements relevant to the project

4.1 Pre-conditions

Table 6 outlines the pre-conditions to exercising the power to grant approval which are applicable to the project and the relevant section where these matters are addressed within the EIS.

Pre - Condition	Comment	EIS Ref.
Environmental Planning & Assessment Regulation 2021		
Section 66 of the EP&A Regulation requires that a contributions plan must be approved for land prior to any development application being determined. Alternatively, if there is no contributions plan in place, the developer may enter into a planning agreement for the matters that may be the subject of a contributions plan.	<p>The provisions of the <i>Fairfield City Local Infrastructure Contribution Plan 2023 (Section 7.11 & s.7.12) (2023-2041)</i> apply to the land. The relevant Section 7.12 contributions will be imposed on any consent granted.</p> <p>Accordingly, the requirements of this section of the Regulation are satisfied.</p>	Section 4.4
Biodiversity Conservation Act 2016		
Section 6.12 of the BC Act requires that a biodiversity development assessment report is prepared by an accredited	A Biodiversity Development Assessment Report (BDAR) Waiver has been granted for this application	Section 6.8

Pre - Condition	Comment	EIS Ref.
person in relation to proposed development or activity that would be authorised by a planning approval or proposed cleared that would be authorised by a vegetation clearing approval.	given all relevant biodiversity matters were addressed and offsets made under SSD 37486043. Notwithstanding, the original BDAR has been provided at Appendix 17 for reference.	Appendix 17 Appendix 25
State Environmental Planning Policy (Transport and Infrastructure) 2021		
The consent authority must give written notice to the electricity supply authority for the area in which the development is to be carried out, inviting comments about potential safety risks, and take into consideration any response to the notice that is received within 21 days after the notice is given. (Section 2.48)	The proposal is considered development likely to affect an electricity transmission or distribution network as it involves the works within proximity to electricity networks, such as Ausgrid and telecommunication underground assets. DPHI must notify the electricity supply authority of the application.	Appendix 5
The consent authority must notify TfNSW within 7 days of the application being made as the proposal is traffic generating development. (Section 2.122)	The proposal is considered traffic generating development under Schedule 3 of the Transport and Infrastructure SEPP. DPHI must notify TfNSW of the application.	Section 6.6 Appendix 15
State Environmental Planning Policy (Industry and Employment) 2021		
A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.	The proposal seeks the approval to display signage. The proposed signage is consistent with the objectives of Chapter 3 of the Industry and Employment SEPP.	Section 6.1.3 Appendix 5
State Environmental Planning Policy (Resilience and Hazards) 2021		
A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out. (Section 4.6)	The proposed site is considered suitable for the use of a warehouse and distribution facility. Contamination and remediation were addressed under DA 347.1/2021, including the site wide remediation to make it suitable for future industrial uses. As such, no further consideration is required.	Appendix 5

Table 6: Pre-conditions table

4.2 Mandatory considerations

Table 7 outlines the relevant mandatory considerations to exercising the power to grant approval which are applicable to the project and the relevant section where these are addressed within the EIS.

Mandatory Considerations	Comment	EIS Ref.
Environmental Planning and Assessment Act 1979		
Relevant objects of the Act (Section 1.3)	<p>The proposal addresses the objectives of the Act as:</p> <ul style="list-style-type: none"> • It facilitates the orderly economic development of the land for warehousing and distribution centre uses, which is permissible at the site pursuant to the provisions of the Industry and Employment SEPP, which specifically identifies the site and for such employment generating uses. • It will provide significant employment opportunities throughout the construction and operational phase of the development, including 650 jobs during construction and 1,084 during operation. • It facilitates ecologically sustainable development (ESD) as outlined in the accompanying Sustainability Management Plan at Appendix 21. 	Appendix 5
Relevant environmental planning instruments (Section 4.15) <ul style="list-style-type: none"> • <i>State Environmental Planning Policy (Planning Systems) 2021</i> • <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> • <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> • <i>State Environmental Planning Policy (Industry and Employment) 2021</i> 	<p>The proposal seeks development consent under Part 4 of the EP&A Act.</p> <p>The relevant EPIs are assessed and addressed at Appendix 5.</p>	Appendix 5
Relevant planning agreements or draft planning agreements (Section 4.15)	A VPA between Goodman and the Minister for Planning was entered under Section 7.4 of the EP&A Act in 2023 in relation to the OEE. In accordance with the adopted VPA, the application of Sections 7.11 and 7.12 of the Act is not excluded in respect of the development. The VPA is not directly related to the proposed development within Precinct 2 under this SSDA.	Section 2.4
Relevant Development Control Plans (Section 4.15)	DCPs do not apply to SSD under Section 2.10 of the Planning Systems SEPP.	Appendix 5

Mandatory Considerations	Comment	EIS Ref.
<ul style="list-style-type: none"> OEE Development Control Plan 2012 	Nonetheless, the OEE DCP 2012 has been considered.	
Likely impacts of the development, suitability of the site, the public interest (Section 4.15)	The likely impacts of the development are addressed in Section 6.	Section 6
State Environmental Planning Policy (Transport and Infrastructure) 2021		
For traffic-generating development, the consent authority must take into consideration any submission from TfNSW and the accessibility of the site. (section 2.121)	The proposal is considered traffic generating development under Schedule 3 of the Transport and Infrastructure SEPP. The EIS considers traffic and access at Section 6.	Section 6.6
State Environmental Planning Policy (Resilience and Hazards) 2021		
Under section 4.6, in determining a development application, consideration must be given to whether land is contaminated.	<p>Contamination and remediation for the broader OEE was considered and approved for remediation under DA 347.1/2021.</p> <p>The site is therefore considered to be readily suitable for the development given the approved remediation under DA 347.1/2021.</p>	Section 6.5

Table 7: Mandatory Conditions table

4.3 OEE Concept Approval – SSD 37486043

As is discussed in Section 1.3, the subject site is located within Precinct 2 of the OEE which was granted concept and Stage 1 consent under SSD 37486043 (as modified). Part A of SSD 37486043 includes conditions for the concept approval and Part B includes conditions for future DAs which need to be considered as part of future DAs.

An assessment against the key numerical requirements of Part A and B is provided in the table below.

Condition	Control	Proposed	Compliance	
Part A – Conditions for Concept Proposal				
A8(b)	Limits of Consent	Precincts 2 and 4 – the building layouts and footprints shown in Precincts 2 and 4 on Figure 1 in Appendix 1 are not approved.	Noted. The location of building footprints and layouts are proposed under this DA.	N/A
A9	Maximum GLA of the Concept Proposal	Warehouses and distribution centres and ancillary offices: 317,867m ²	Total building GLA – 90,158m ² This ensures the maximum Estate GLA does not exceed that approved.	Complies

Condition		Control	Proposed	Compliance
A10	Minimum building setbacks	<p>Old Wallgrove Road: 15m</p> <p>Estate Roads: 7.5m</p> <p>Southern Link Road: 15m</p> <p>Corner lots – secondary street frontage: 5m</p> <p>Rear and side setbacks within the estate: 5m</p> <p>WNSW water pipelines corridor: 5m</p>	<p>Applicable setbacks:</p> <p>Estate Roads: all buildings are setback greater than 7.5m where presenting to Estate Roads 01 and 02.</p> <p>Corner lots: as above, despite being located on the corner of Estate Road 01 and 02, all buildings are setback greater than 7.5m from Estate Roads.</p> <p>Rear and side setbacks: proposal provides rear and side setbacks which exceed 5m.</p>	Complies
A10	Heights	Buildings in Precinct 1, 2, 3, 4 and 5: 15m	14.6m (excluding plant and solar)	Complies
A10	Subdivision	<p>Min. lot size: 5,000m²</p> <p>Min. street frontage: 40m (excluding cul-de-sacs)</p> <p>Min. width at the building line: 35m</p> <p>Min. depth: 30m</p>	Not applicable. Subdivision is not proposed under this application.	N/A
A10	Site coverage	Max. 65% on each lot (excluding awnings)	57%	Complies
A10	Minimum landscaping setbacks	<p>Old Wallgrove Road and Southern Link Road: 10m</p> <p>Collector Road: 7.5m</p> <p>Local Estate Roads: 3.75m</p> <p>Side boundary (internal): No minimum requirement</p> <p>Rear boundary: 2.5m</p>	<p>Applicable landscape setbacks:</p> <p>Local Estate Roads: Minimum landscaped setback of 3.75m is provided to both Estate Road 01 and 02.</p> <p>Rear: exceeds minimum 2.5m</p> <p>Tree canopy cover: 5.41% on site developable area.</p>	<p>No, but considered acceptable on merit.</p> <p>Justification provided at Section 6.2.</p>

Condition	Control	Proposed	Compliance
		Min. tree canopy cover on lot (once mature): 10%	
A10	Parking rates	<p>1 space per 300m² of warehouse GFA;</p> <p>1 space per 40m² of office GFA;</p> <p>1 space for accessibility parking for every 100 car parking spaces</p> <p>A minimum 5% of car parking spaces to be electric vehicle charging stations</p>	<p><u>Warehouse</u></p> <p>2A-1: 25,373/300 = 85</p> <p>2A-2: 34,478/300 = 115</p> <p>2B-1: 13,621/300 = 46</p> <p>2B-2: 13,082/300 = 44</p> <p><u>Office</u></p> <p>2A-1: 1,100/40 = 28</p> <p>2A-2: 1,200/40 = 30</p> <p>2B-1: 652/40 = 17</p> <p>2B-2: 652/40 = 17</p> <p><u>Total required</u></p> <p>2A-1: 113</p> <p>2A-2: 145</p> <p>2B-1: 63</p> <p>2B-2: 61</p> <p>All warehouses, with the exception of 2B-1, comply with parking requirements. The parking provided to 2B-1 results in a shortfall of 1 car parking space, noting that the requirement of 63 spaces is from rounding up.</p> <p><u>EV Stations</u></p> <p>2A-1: 113*5% = 6</p> <p>2A-2: 145*5% = 8</p> <p>2B-1: 63*5% = 4</p> <p>2B-2: 61*5% = 4</p>

Condition		Control	Proposed	Compliance
			Each warehouse provides the amount of EV charging stations as required.	
Part D – STAGE 2 DEVELOPMENT SPECIFIC ENVIRONMENTAL CONDITIONS				
D10	Permanent Noise Mitigation	Within 12 months of the commencement of operation of warehouse 3B, or as part of a future DA in Precinct 2, the Applicant must prepare a Design Noise Verification Report detailing permanent noise mitigation measures, to the satisfaction of the Planning Secretary.	A Design Noise Verification Report has been prepared and submitted to DPHI. Notwithstanding, this proposal also seeks approval for permanent noise mitigation measures as outlined in the accompanying Noise Impact Assessment at Appendix 20. This is further summarised at Section 6.7.	Complies

Table 8: Assessment of proposal against Concept conditions under SSD 37486043

4.4 Contributions

The Housing and Productivity Contribution (HPC) came into effect in October 2023 to apply a State-wide contribution for new developments. Under the HPC, a rate of \$15 per square metre of new GFA is required for Industrial development. Any consent issued will impose the required contributions under the HPC.

A VPA between Goodman and the Minister for Planning was entered under Section 7.4 of the EP&A Act in 2023 in relation to the OEE. In accordance with the adopted VPA, the application of Sections 7.11 and 7.12 of the Act is not excluded in respect of the development.

Therefore, Council's Section 7.12 Development Contributions Plan for non-residential development applies to the proposed development.

Given a contributions plan is in place for the land, the matters under Section 66 of the EP&A Regulation have been satisfied.

5 Engagement

Engagement for the development of the overall OEE was undertaken as part of SSD 37486043. An updated Community Consultation and Complaints Handling Strategy (CCCHS) has also been prepared and is provided at Appendix 24.

The CCCHS details all previous engagement and consultation strategies undertaken for the Concept Approval including:

- Consultation Meetings – facilitated with the wider community and key stakeholders.
- Complaints Register – to track any complaints made by wider community and key stakeholders.
- Agency Meetings – with any relevant State or Local Government agencies to identify areas of concern and satisfactory resolutions.
- Notification Letterbox Drop – letter notification to landowners and occupiers of the immediate area.
- Email and Phone – contact details of wider community and key stakeholders obtained with consent so that further notification or contact can be made to respond to queries or complaints.
- On Site Signage – signage on site provided visitors to site and immediate residents with contact numbers and relevant project and safety information.
- Project Information and Complaints Number – Information and contact number provided to wider community on site signage, web page and all project information material.
- Staff and Visitor Induction and Training – all site visitors and staff provided with key project safety information, contact details, emergency procedures and site information.
- Toolbox and Prestart Meetings – all site visitors and staff provided with task specific safety information, emergency procedures and relevant project updates.
- Website – website developed for the wider community and key stakeholders which provides all project information material.

As noted above, a website was established during initial consultation for the Concept Approval of the OEE. The website remains active and will continue to be accessible during the delivery of all stages of the Estate. This will enable the public to view project information and submit any queries or concerns during the construction of the OEE.

Prior to the preparation of this EIS, a meeting was held with DPHI on 14 April 2025 to discuss the SEARs and required inputs for this application. Accordingly, a BDAR Waiver has been granted, a Flood Memorandum prepared, and new Visual Impact Assessment (VIA) undertaken. The Flood Memorandum and VIA form part of this EIS at Appendix 22 and Appendix 23. The BDAR Waiver request and approval is also provided at Appendix 25.

DPHI will formally exhibit the application as part of their assessment. The Applicant will respond to all relevant issues and queries made during the assessment process as requires.

6 Assessment and mitigation of impacts

This section provides an assessment of the environmental impacts associated with the proposed warehouse and distribution centres. The environmental assessment is based on a number of specialist studies undertaken for the development.

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

Proposed mitigation measures are provided at Appendix 3.

6.1 Built Form

The proposed architectural designs for the development are included at Appendix 2.

6.1.1 Height and scale

Precinct 2 is proposed to be developed as three separate buildings, comprising of four tenancies, with each building having a maximum ridge height of 14.6 m (excluding rooftop plant and solar). The proposed height and scale ensures an empathetic outcome with consideration to the precinct's separation from sensitive receivers and position adjacent to the Reedy Creek corridor. The proposed height is consistent with that envisioned for the Estate, and ensures compliance with the controls established under Condition A10 of the consent for height.

Further, appropriate setbacks are provided to the southern boundary allowing for landscape screening to reduce visual impacts. This is further assessed under Section 6.1.4 below.

6.1.2 Material and finishes

The proposed design of Precinct 2 includes high quality materials and external finishes which are consistent with those already utilised for existing warehouses within Precinct 1 and approved Precinct 3 to ensure cohesion across the site. Future stages of the estate will also utilise similar materials to continue cohesive built form outcomes across all precincts.

Materials and external finishes proposed to be used include:

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

Examples of the proposed finishes for Precinct 2 are provided in the figures below. As demonstrated by these figures, the proposed approach to materials, finishes and articulation of the façade creates visual interest and ensures there are no elevations where the built form presents blank monotonous facades.



Figure 12: Aerial view from north-west of Warehouse 2B-1 (Source: SBA Architects)



Figure 13: Aerial view from south-west of Warehouse 2B-2 (Source: SBA Architects)



Figure 14: Aerial view from south-west of Warehouse 2A-2 (Source: SBA Architects)

The proposed height and scale of Precinct 2 is consistent with the development controls established under the concept approval to ensure built form is appropriate for the site and its surroundings.

6.1.3 Signage

The proposal includes the following signage as part of the development of Precinct 2:

Signage	Warehouse 2A-1	Warehouse 2A-2	Warehouse 2B-1	Warehouse 2B-2
Goodman Light Box Wall Sign	1	1	1	0
Brickworks Light Box Wall Sign	1	1	1	0
Non-illuminated Tenant Wall Sign	2	2	2	2
Non-illuminated Building Identity Sign	1	1	1	1
Illuminated Truck Wayfinding Pylon	2	1	1	0
Illuminated Car Wayfinding Pylon	1	1	1	0

Table 9: Provision of signage for each tenancy

Signage locations are shown in the Architectural Plans at Appendix 2. It is noted that lesser signage has been provided to Warehouse 2B-2 with consideration to its location adjacent to the rural residential area. The proposed signage is compatible with the area being an industrial warehouse precinct and enables efficient wayfinding and identification of tenancies. Further, the approach to signage is consistent with that been approved in other precincts of the OEE.

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

Further to the above, the proposed signage has been assessed as being consistent with Chapter 3 of the Industry and Employment SEPP at Appendix 5.

6.1.4 Visual Impacts

A Visual Impact Assessment Memorandum (VIA Memo) has been prepared and is provided at Appendix 22 for the proposed development of Precinct 2. The VIA Memo is subsequent to the Visual Impact Assessment (VIA) submitted with the concept approval under SSD 37486043 to provide additional information in relation to built form within Precinct 2. The original VIA has been appended to the VIA Memo for reference.

The VIA Memo provides an understanding of the proposal within the surrounding visual context and in particular, addresses those views most impacted by the development of Precinct 2 as seen in Figure 15.



Figure 15 Viewpoint location (Source: Urbis)

Under the Concept Approval (SSD 37486043), a VIA provided assessment from 12 public locations and found that the site's visual impacts are minimal due to its industrial surroundings. The VIA Memo reinforces that Precinct 2 is adjacent to rural properties to the south which are not significantly affected, as dense vegetation assists in blocking potential sightlines.

The VIA Memo identifies the original ratings as assessed under SSD 37486043 and identifies whether there have been any changes in the built form context that have altered the subsequent impact as it currently stands. A summary of the findings of the VIA Memo is provided in Table 10 below.

Viewpoint	2022 Rating	2025 Rating	Change in Rating
8	Low	Low	None
9	Moderate-Low	Low	Decrease
10	Moderate-Low	Low	Decrease
11	Negligible	Low	Increase (minor)
12	Negligible	Low	Increase (minor)
13	Minor	Minor	None

Table 10: Summary of viewpoint ratings (Source: Urbis)

In summary, the changes to ratings from the original assessment are directly related to removal of vegetation and new plantings as approved under SSD 37486043. As shown in the figures below, whilst Viewpoints 11 and 12 are identified as having an increase in impact noting they have been subject to vegetation removal, the overall visual impact remains low.



Figure 16: Viewpoint 11 as assessed under SSD 37486043 (Source: Clouston Associates)



Figure 17: Viewpoint 11 as assessed under VIA Memo (Source: Urbis)

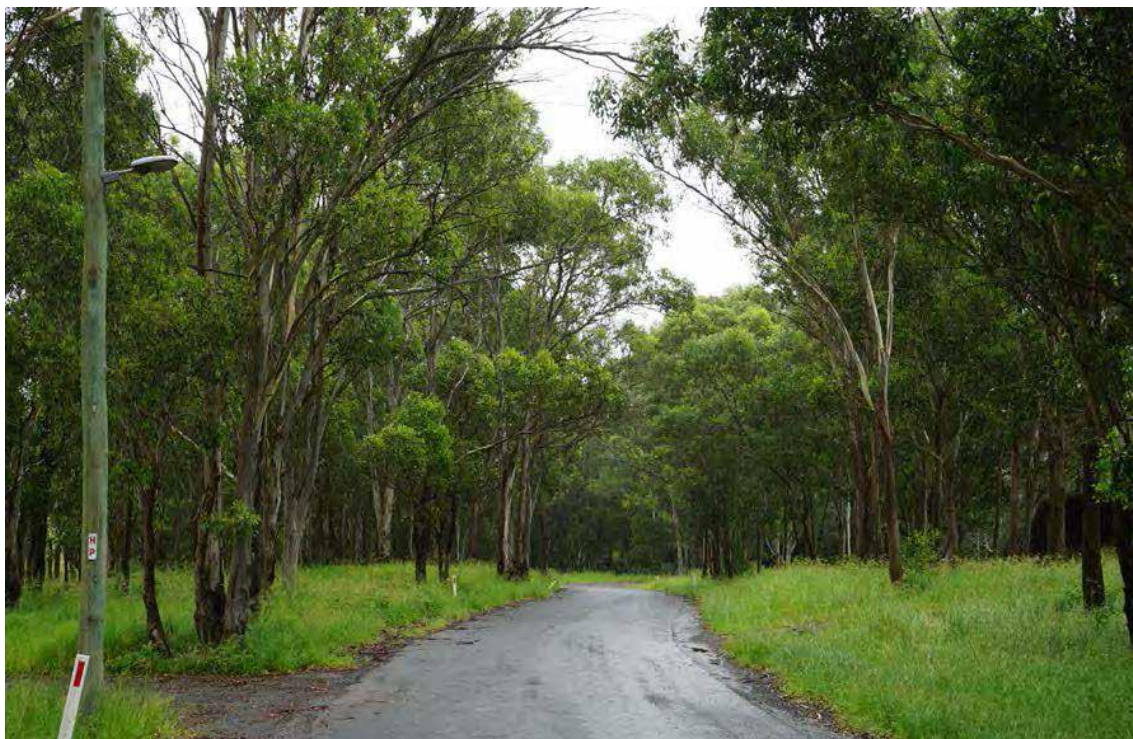


Figure 18: Viewpoint 12 as assessed under SSD 37486043 (Source: Clouston Associates)



Figure 19: Viewpoint 12 as assessed under VIA Memo (Source: Urbis)

6.2 Landscaping

Visual impacts associated with the development will be mitigated through appropriate landscaping as detailed in the Landscape Plans included at Appendix 14.

The Landscape Design Statement in Appendix 14 outlines how the proposed landscape treatment seeks to reflect the existing design language established in constructed portions of Precinct 1 and approved in Precinct 3, maximise canopy cover and provide appropriate screening.

The Landscape Plans also include precedent imagery for the landscape character of the precinct and materials and finishes to ensure Precinct 2 is of a consistent high quality standard, comparable to Precincts 1 and 3. Figure 20 illustrates the nature of landscaped space provided for staff and visitors in proximity to office components of the development.

The Landscape Plans propose canopy trees around the perimeters of Precinct 2 to screen the bulk and scale of the buildings when viewed from estate roads and from rural receivers to the east. Figure 21 illustrates an example of the bulk planting proposed to provide effective screening between buildings and estate roads. Further, landscaping is also provided throughout the car parking areas for Precinct 2 to screen expansive areas of car parking and to mitigate urban heat island effects.

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



Figure 20 Landscaped space adjacent to office (Source: Scape Design)

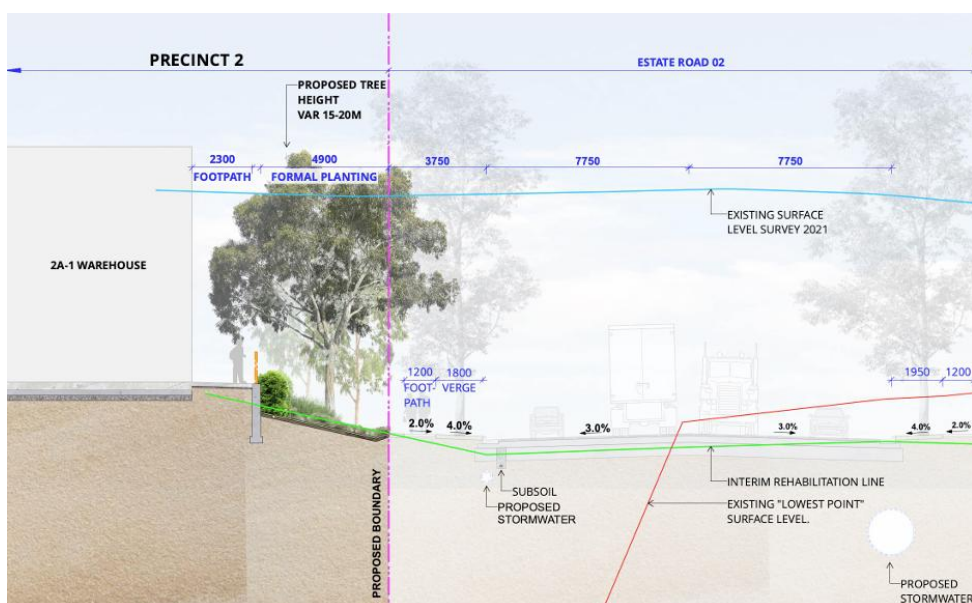


Figure 21 Landscape section showing proposed planted screening (Source: Scape Design)

6.3 Soil and water

The EIS is supported by detailed Civil Engineering Plans (included at Appendix 6) and a Civil Engineering Report (included at Appendix 7) prepared by Arcadis.

The Civil Engineering Report addresses the stormwater management of the estate as it is proposed to be developed on the landform established under the approval of DA 347.1/2021 (as modified). The key issues covered in the report include:

- Bulk earthworks and retaining walls
- Stormwater management, including drainage and water sensitive urban design
- Construction-phase erosion and sediment control
- Internal roads, driveways and parking
- External infrastructure and utility services

6.3.1 Earthworks

The bulk earthworks within Precinct 2 are established under the approval of DA 347.1/2021 (as modified). The approved earthworks for Precinct 2 generally require fill, with maximum fill of up to approximately 22m in the north-eastern corner of the precinct. Minor excavation will also occur in the south-western corner up to approximately 3m in depth. The earthworks approved will provide for benched pad levels to prepare the precinct for works as proposed under this SSD application.

Finished floor levels as proposed under this SSD application are set between 100-300mm above those reflected under the Concept Approval (SSD 37486043), which reflects detailed design as site constraints relating to access, layout and stormwater drainage have impacted on the design surface levels. Therefore, minor additional earthworks are required to facilitate the final pad levels as discussed in Appendix 7.

6.3.2 Retaining Walls

Three retaining walls are proposed under this application to facilitate the warehouse and distribution centre facilities. The retaining walls are sited at the following locations:

- along the northern boundary adjacent to Warehouse 2A-1 and Estate Road 2;
- along the northern boundary of warehouse 2B-1 at the entry driveway and carpark; and
- along the inter-allotment boundary between the 2A and 2B pads.

The proposed heights and exact locations of retaining walls are shown on the Civil Engineering Plans at Appendix 6.

6.3.3 Stormwater management

A stormwater pit and pipe network is proposed to connect to Estate Road 2 road drainage before discharging to approved Basin C, located at the end of the private road within Precinct 4. This proposed arrangement connects to the approved stormwater system for the broader OEE as approved under SSD 37486043.

No on-lot detention basins are required under this application to meet Council requirements for stormwater discharge and management.

To ensure water sensitive urban design, rainwater tanks are to be provided to each proposed warehouse tenancy which enable sufficient re-use to reduce potable water consumption. The size of rainwater tanks is subject to further detailed design which will take place at the Construction Certificate stage.

6.4 Flooding

The Flood Assessment Report, including Addendum 1 and Addendum 2 undertaken for the OEE under SSD 37486043 and DA 347.1/2021, has been included at Appendix 18. These have been prepared based on Council's adopted flood study being '*Fairfield Rural Area Flood Study (Ropes, Reedy & Eastern Creeks)*'. A Flood Memorandum has also been prepared by BMT and is provided at Appendix 23. The memorandum confirms that the proposed development of Precinct 2 does not alter the original conclusions under the flooding reports submitted with SSD 37486043.

Under the assessment, comparisons of the baseline (existing) flood scenario to the developed (post-construction) scenario were carried out to evaluate any changes in flood levels and found that during a 1% Annual Exceedance Probability (AEP) flood event, flood impacts will be localised, primarily within the site and the Reedy Creek corridor. The flood maps provided in Annex A of the Flood Assessment report further illustrate these areas. An extract of this is provided at Figure 22 below.

Overall, the increase in flood levels is described as minor, making it an acceptable outcome when considering the proposed development.

The design of Precinct 2 has been structured to minimise flood impacts, with proper site planning and fill levels that prevent insignificant offsite flood level increases. It is noted that earthworks and associated levels for the precinct were approved under DA 347.1/2021.

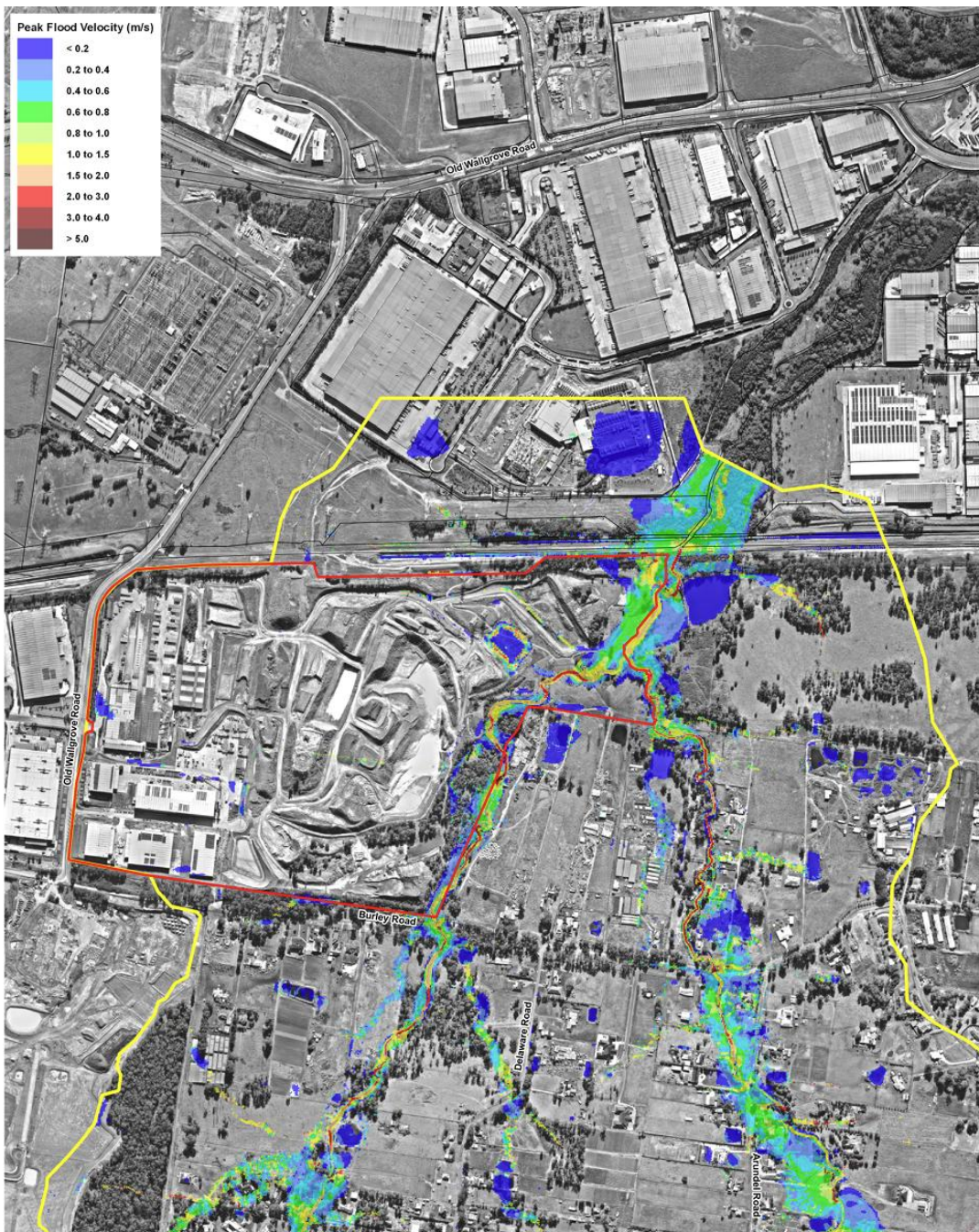


Figure 22 Peak Flood Depth - Developed Scenario - 1% AEP Flood (Source: BMT)

6.5 Contamination and remediation

Contamination for Precinct 2 was considered under DA 347.1/2021, approved by Fairfield City Council. A Detailed Site Investigation (DSI) and Remedial Action Plan (RAP) were prepared by JBS&G Australia and included with DA 347.1/2021, to remediate the OEE site to the west of the Reedy Creek riparian corridor.

The DSI submitted with DA 347.1/2021 found:

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

Based on the findings of the DSI, the RAP was prepared and submitted with DA 347.1/2021. The RAP outlined known and suspected contamination conditions on site, preferred remedial strategies and validation requirements. Subject to the successful implementation of the measures in the RAP, JBS&G Australia found the site can be made suitable for commercial/industrial uses.

6.6 Traffic and Transport

A Transport Statement (TS) and preliminary Construction Traffic Management Plan (CTMP) and Green Travel Plan (GTP) have been prepared by Ason Group (Appendix 15) for the proposed development.

6.6.1 Future road network

The approval of SSD 37486047 included intersection upgrade works at Old Wallgrove Road and Millner Avenue as well as at Old Wallgrove Road and Lenore Drive (see Figure 23 and Figure 24 below). The approved intersection upgrades assist in accommodating the estimated traffic increase resulting from the Concept Approval of the OEE.

As detailed in Section 6.6.2 below, the proposed development of Precinct 2 as proposed under this application will not result in unreasonable traffic generation.

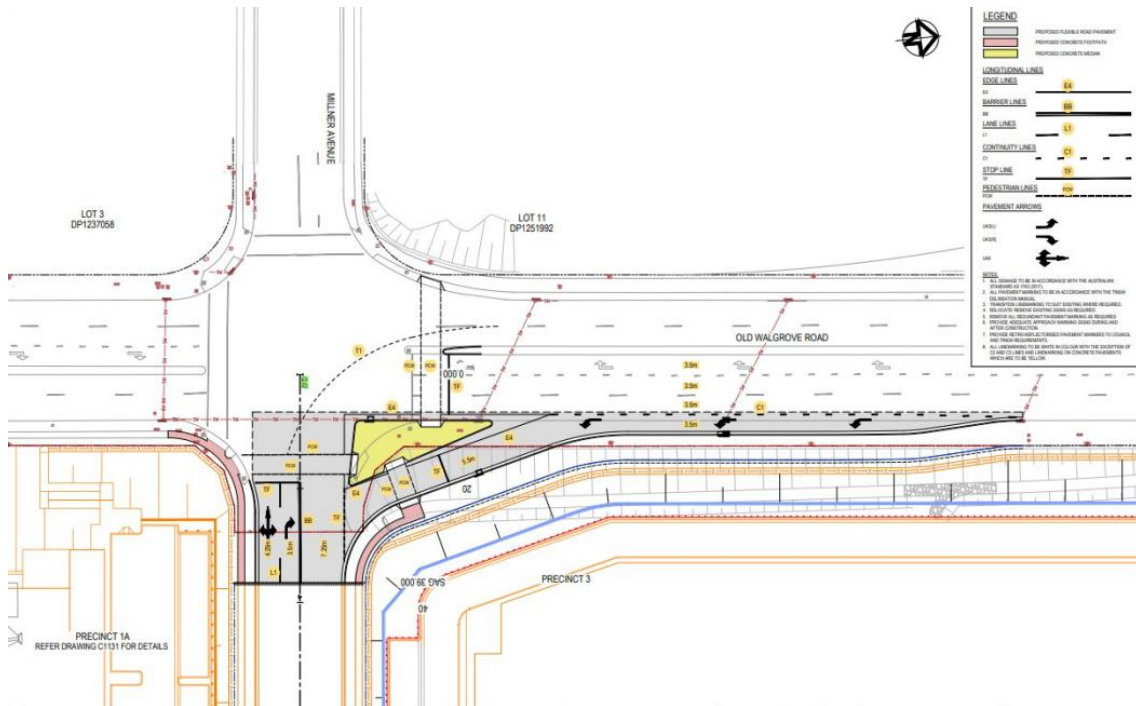


Figure 23: Approved intersection upgrade works at Old Wallgrove Road/Millner Avenue (Source: SSD 37486043 Consent)

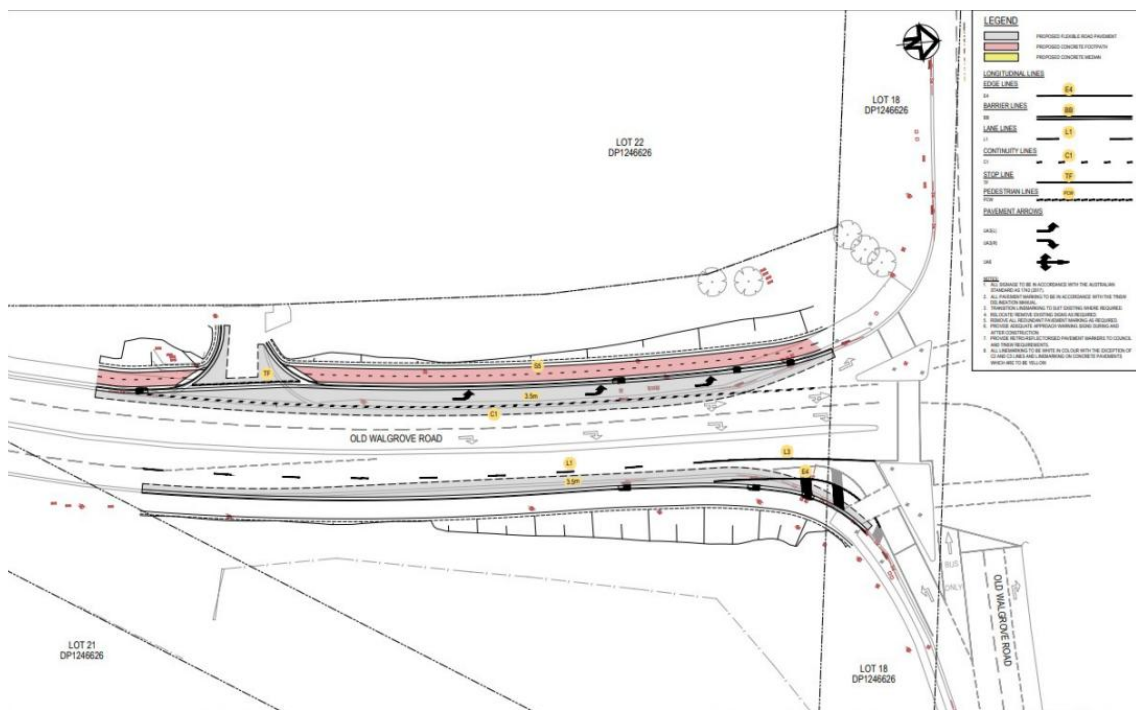


Figure 24: Approved intersection upgrade works at Old Wallgrove Road/Lenore Drive (Source: SSD 37486043 Consent)

6.6.2 Traffic Generation

Anticipated traffic generation has been calculated utilising the adopted trip generation rates under the Mamre Road Precinct Study, ensuring consistency with the Concept Approval (as modified). The rates adopted are as follows:

- AM Peak Hour: 0.18 vehicle trips / 100m² GFA
- PM Peak Hour: 0.16 vehicle trips / 100m² GFA
- Daily: 2.43 vehicle trips / 100m² GFA

Given the total proposed GFA/GLA for Precinct 2, totalling 86,554m² of warehouse GLA and 3,408m² of office GLA, the proposal results in the following total trip generation:

- AM Peak Hour: 170 veh/hr
- PM Peak Hour: 151 veh/hr
- Daily: 2,290 veh/day

Given the minor discrepancy between the total GLA for Precinct 2 under the concept approval and that proposed, there is a minor increase in trip generation from the concept approval to this SSDA. The minor increase in trip generation is limited to an additional 6 trips during peak periods (both morning and afternoon) with a total additional daily trips of 86 vehicles. As discussed in the accompanying TS, this increase is negligible and will not have a material impact on the surrounding road network.

6.6.3 Access arrangements

The internal road design for the OEE was approved under SSD 37486043, expanding upon the existing internal road provided to access Precinct 1 as approved under DA 93.1/2019. Access to the warehouses is provided as follows:

Warehouse	Access arrangement
2A-1	<ul style="list-style-type: none"> • Truck access on the eastern side of the warehouse via Estate Road 02 • Truck egress to the south of the warehouse and associated hardstand via Estate Road 01 • Car parking accessed via Estate Road 01, with driveway north of the proposed truck egress
2A-2	<ul style="list-style-type: none"> • Truck entry via driveway to north of warehouse off Estate Road 01 • Truck egress via same driveway as 2A-1 whereby trucks will have to circumnavigate the nature strip which separates 2A-1 from 2A-2 • Car parking accessed to the west of the warehouse building with driveway accessed from Estate Road 01
2B-1	<ul style="list-style-type: none"> • Truck entry and exit via driveway from Estate Road 02, to the north-west of the warehouse building • Car access via driveway to the north-east of the warehouse building, located off the cul-de-sac of Estate Road 02
2B-2	<ul style="list-style-type: none"> • Shared driveway arrangement for both truck and car access with 2B-1 • Car access utilises the same driveway as 2B-1, however, cars will have to drive down the private driveway along the eastern elevation of the building to access car parking to the south of the building

Table 11: Summary of access arrangement for each warehouse

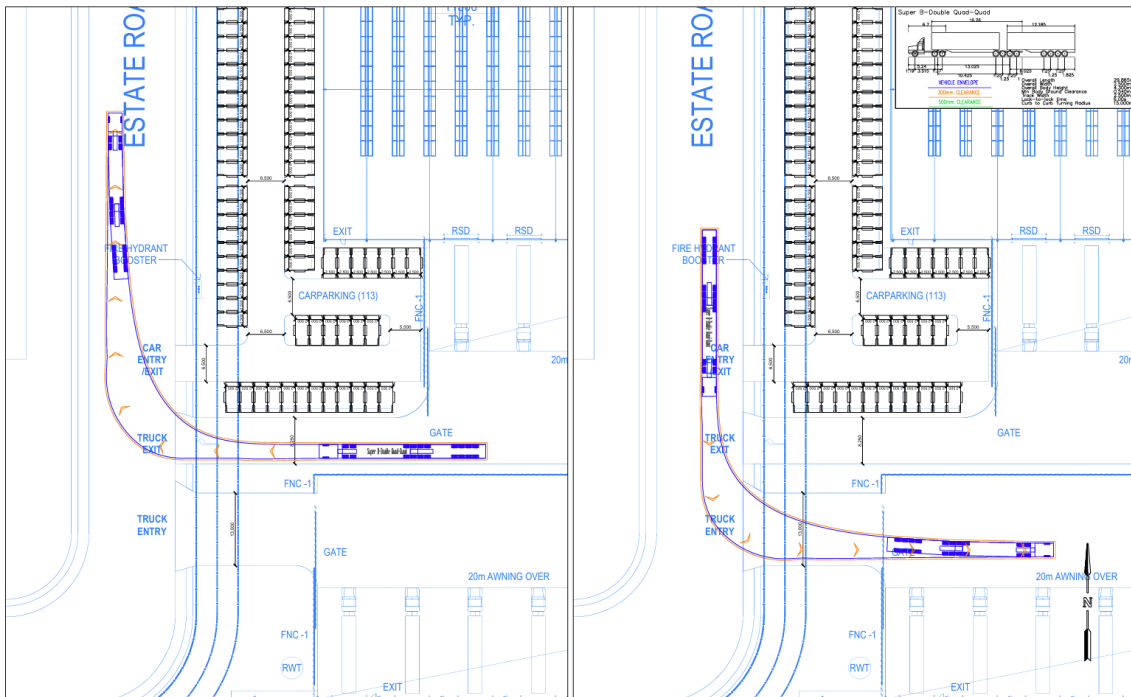


Figure 25 Access points for warehouse 2A

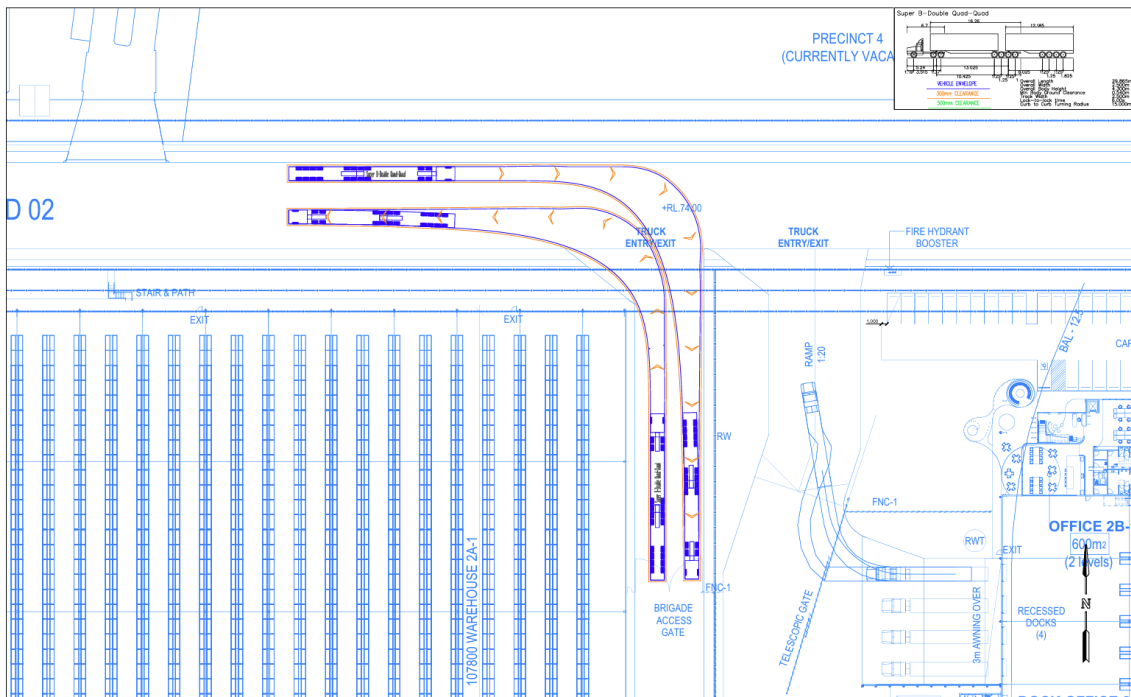


Figure 26 Access points for warehouse 2A

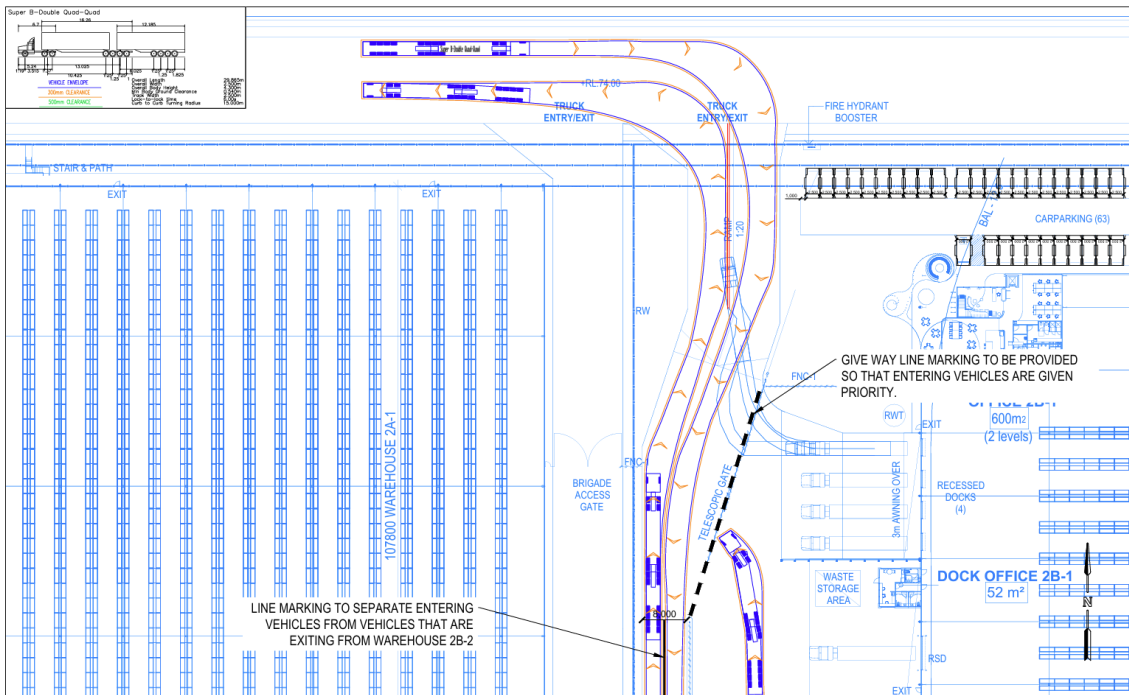


Figure 27 Access points for warehouse 2B

6.6.4 Parking

Rates of car parking are provided under the Oakdale East Estate Development Control Plan (OEE DCP). The prescribed rates are as follows:

Land Use	Parking rate
Warehouse or distribution centre	1 space per 300m ²
Office	1 space per 40m ²

Table 12: Applicable parking rates under OEE DCP

The proposal proposes car parking in accordance with the above rates for each warehouse and tenancy as follows:

Warehouse	Land Use	Proposed GLA (m ²)	Requirement	Total required	Proposed
2A-1	Warehouse	25,373	85	112	112
	Office	1,052	27		
2A-2	Warehouse	34,478	115	142	152
	Office	1,052	27		
2B-1	Warehouse	13,621	46	63	62
	Office	652	17		
2B-2	Warehouse	13,082	44	61	61
	Office	652	17		

Table 13: Required and proposed car parking for Precinct 2

In addition to meeting the required overall parking requirements under the DCP, the proposal also provides for 1 disability space for every 100 car parking spaces for each warehouse tenancy. Electric vehicle (EV) charging station requirements are also met

whereby a minimum 5% of car parking spaces are to be EV charging stations. 5% of car parking spaces for each warehouse tenancy have been provided as EV charging stations.

In addition to car parking, bicycle parking has also been provided in accordance with the OEE DCP. Bicycle parking is calculated based on a percentage of estimated staff numbers which has been undertaken as follows:

Warehouse	Estimated staff	Bicycle parking requirement	Proposed bicycle parking
2A-1	222	18-33	18
2A-2	304	24-46	24
2B-1	126	10-19	10
2B-2	122	10-18	10

Table 14: Bicycle parking requirements and proposed within Precinct 2

In accordance with the above bicycle parking provisions, End of Trip (EoT) facilities have also been integrated into the office component of each tenancy. This includes separate change rooms for males and females, between 7 to 8 showers depending on size of tenancy, and associated lockers.

6.6.5 Preliminary Construction Traffic Management Plan and Green Travel Plan

A Preliminary Construction Traffic Management Plan (CTMP) and Green Travel Plan (GTP) have been prepared by Ason Group and is provided within the Transport Statement at Appendix 15.

The CTMP details the predicted construction vehicle routes and access arrangements during construction.

The CTMP further identifies how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.

Standard construction hours, which align with Council's standards, are proposed to be restricted to:

- 7:00am to 6:00pm inclusive Monday to Friday,
- 8:00am to 1:00pm inclusive on Saturday, and
- No work on Sundays and Public Holidays

In addition to the CTMP, a GTP has been provided which promotes and maximises the use of sustainable travel modes, including walking, cycling, public transport and car sharing. It demonstrates how future staff may travel to and from the site in a sustainable manner.

The GTP provides detail on transport options for future employees in relation to accessing the site. This includes identifying the likely 'journey to work' options utilised by future staff. This is likely to be dominated by car utilisation given the future parking options at the site and limited public transport options.

Notwithstanding, the GTP provides targets for mode sharing to encourage ride sharing and utilisation of public transport. This includes measures to meet the mode sharing targets such as:

- *An introduction to the Plan for all staff, setting out its purpose and objectives.*
- *Provision of public transport travel information for staff, customers and visitors.*
- *Encouragement of car sharing, both amongst staff on site and in the wider context.*
- *Assisted cycle purchase schemes.*
- *Interest-free loans to assist with cycle purchase, cycle equipment purchase, etc.*
- *A transport section on the company website with links to local bus operator sites to ensure that travel information is always up to date.*
- *The provision of transport information for visitors to the Site.*

The implementation of the CTMP and GTP have been included as part of the proposal's Mitigation Measures at Appendix 3.

6.7 Noise and Vibration

A Noise Assessment has been prepared by RWDI Australia Pty Ltd and is included at Appendix 20. The assessment assesses the potential construction and operational noise, as well as vibration impacts, associated with the proposal.

Operational

The main sources of operational noise at the OEE include light and heavy vehicle movements, loading activities, and fixed mechanical service equipment. Noise modelling has been conducted to assess the potential noise impacts related to the proposed operation of the OEE. Furthermore, the cumulative effect of noise from all industrial sources have been considered in assessing potential noise impacts.

Under this assessment the following outcomes were found:

- *Noise produced by the operation of Precinct 2 of OEE in isolation is predicted to comply with relevant criteria and is not the dominant source within the estate.*
- *The operation of the entire OEE is predicted to marginally exceed noise criteria without further mitigation*
- *The operation of full development of the OEE is predicted to comply with the operational noise criteria during the day, evening and night time periods with the inclusion of two small noise barriers along the southern boundary (described in Section 4.8.1).*
- *An assessment of potential sleep disturbance has been undertaken considering heavy vehicle brake releases and reverse alarms. The assessment indicates that noise impact would unlikely to result in sleep disturbance and no further mitigation is warranted.*

The assessment proposes permanent noise barriers to ensure compliance with noise criteria for the estate as a whole. The location of these noise barriers is shown in Figure 28 below. These will ensure operational noise criteria is achieved at all receivers once all precincts are at full operational capacity. These permanent barriers replace the

temporary barriers as approved under SSD 37486043 and provided at Appendix 4 of the consent for the concept approval.



Figure 28: Location of permanent noise walls shown in green at southern boundary of Precinct 2 (Source: RWDI)

A Design Noise Verification Report has been prepared in accordance with SSD consent conditions D8 to D11 confirming the final design details and suitability, inclusive of the above noise barriers.

Construction

The assessment includes construction noise and vibration impacts that may arise adopting the Construction Noise Management Levels NMLs derived for the project in accordance with the NSW Interim Construction Noise Guideline (ICNG).

During construction phase some exceedances of daytime CNML are predicted during earthworks and hardstand works and no vibration impacts at external receivers are anticipated during the proposed works. Noise mitigation as recommended within the Noise Assessment will therefore be implemented to reduce any impacts to adjoining sensitive receivers. These mitigation measures include:

- Minimize simultaneous use of noisy equipment.
- Shut down equipment intermittently when not in use.
- Orient equipment with directional noise away from sensitive areas.
- Conduct regular compliance checks on plant and machinery to ensure noise levels align with predictions and identify any issues with silencing equipment.
- Use non-tonal reversing alarms on construction equipment and vehicles.
- Goodman will engage in pre-construction consultation with affected communities to explain the works and potential noise impacts, providing ongoing updates to address concerns throughout the construction process.

Construction works are proposed to be undertaken during standard construction hours (7.00am-6.00pm Monday to Friday and 8.00am-1.00pm Saturdays).

6.8 Biodiversity

Historically, most of the land on site has been quarried, therefore there is limited vegetation present. Native vegetation associated with the Reedy Creek riparian corridor has been retained and protected as part of the Concept Approval for OEE under SSD 37486043.

A Biodiversity Development Assessment Report (BDAR) and Vegetation Management Plan (VMP) were submitted as part of the OEE Concept application. These reports outline the vegetation clearing and associated offset requirements, as well as procedures for managing the riparian corridor. The original BDAR assessed and approved under SSD 37486043 is provided at Appendix 17 for reference.

Approximately 5 ha of native vegetation is being conserved along the eastern boundary of Precincts 2, 4, and 5 as part of and in addition to the Reedy Creek riparian corridor. The riparian corridor will be managed following the guidelines set out in the approved VMP, consistent with the approach applied to the southern section of the riparian corridor under Council consent for rehabilitation and earthworks (DA 347.1/2021).

The identified biodiversity values on the site, along with the approved vegetation clearing under SSD 37486043, are illustrated in Figure 29 and Figure 30.

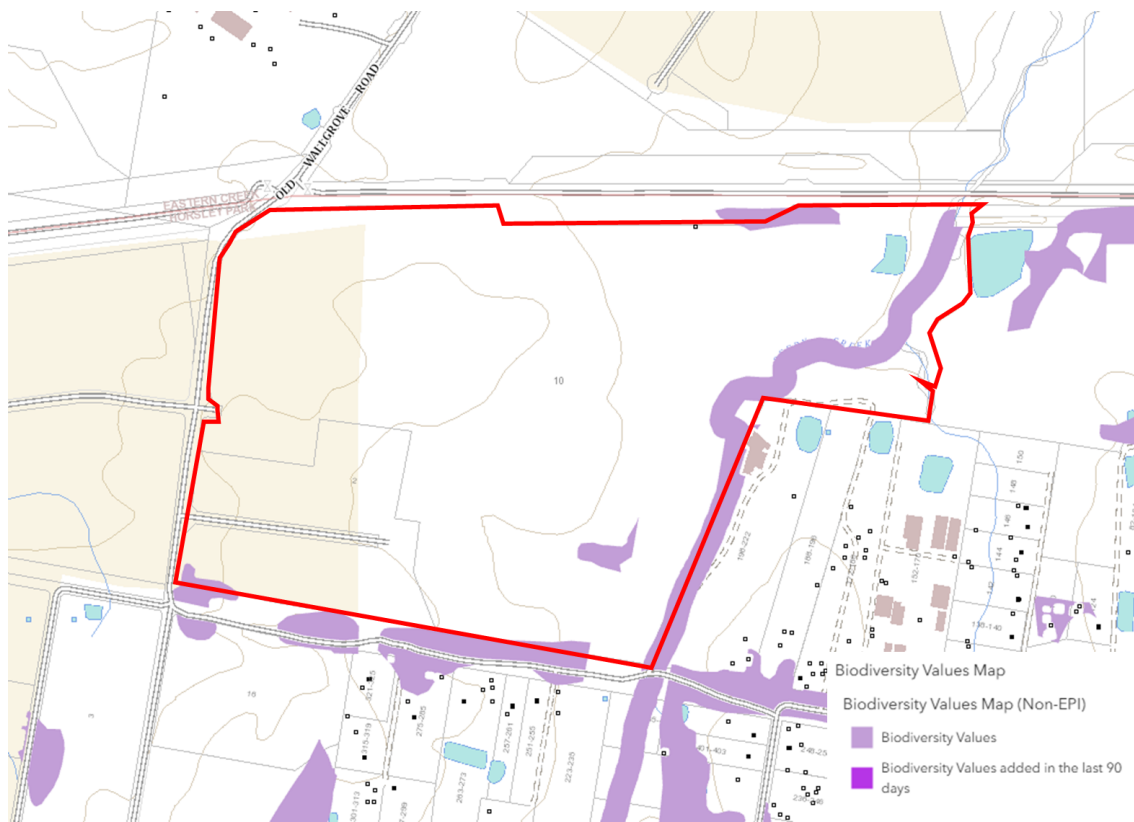


Figure 29: Biodiversity values mapping with OEE outlined red (Source: NSW Planning Portal)

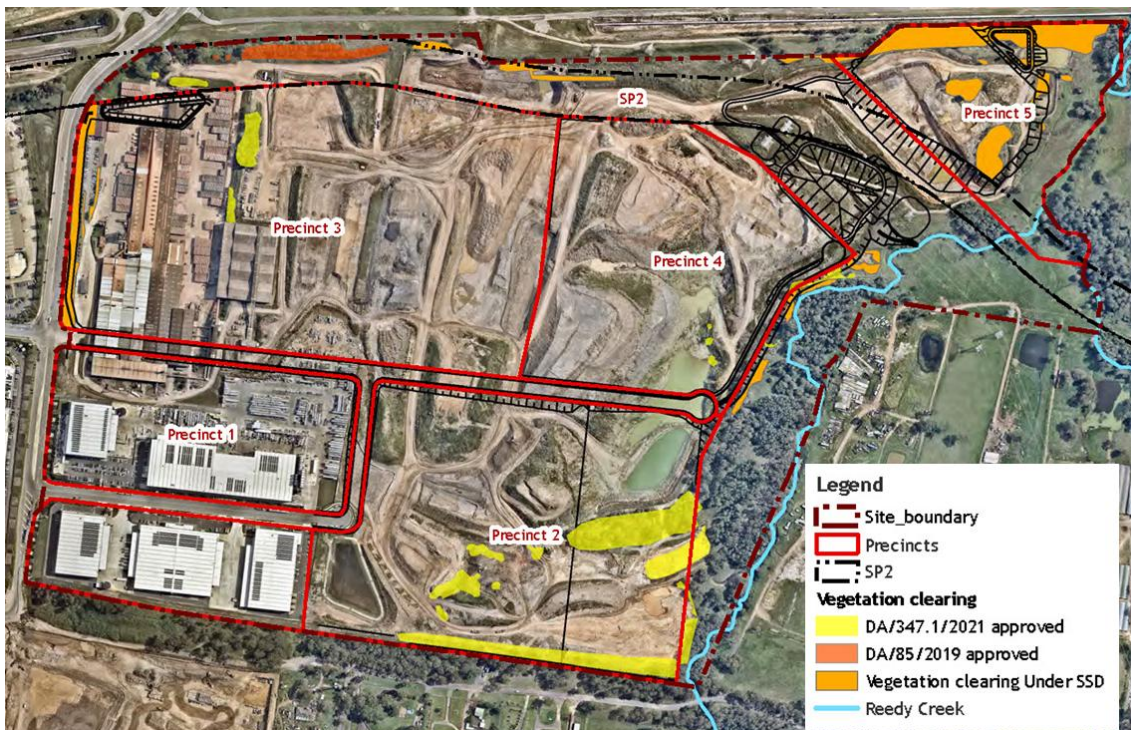


Figure 30: Approved vegetation clearing under SSD 37486043 with Precinct 2 shown in south-eastern corner (Source: Ecologique)

The Department’s assessment report for the OEE Concept approval under SSD 37486043 stated:

The Department considers the additional vegetation clearing for the development would not adversely impact on biodiversity values given the long term industrial land use and the low condition of the vegetation. The proposed offsets and implementation of a flora and fauna management plan are appropriate measures for managing the biodiversity impacts of the development.

The Department further highlighted that the riparian corridor was in poor condition, with only a section of the 40-meter-wide corridor within the OEE boundary, which limits the potential of works to enhance biodiversity values and water quality.

The Department's assessment concluded that the development would not adversely impact biodiversity values and would serve to protect and improve the riparian corridor. Accordingly, a BDAR waiver was submitted and has been approved in relation to this application noting the Department approved all vegetation removal and associated offsets under SSD 37486043. Therefore, there are no further impacts to biodiversity as a result of this proposal. The BDAR Waiver request and approval has been provided at Appendix 25.

6.9 Bushfire

A Bushfire Hazard Assessment (BHA) prepared by Blackash Bushfire Consulting in accordance with *Planning for Bushfire Protection 2019* (PBP 2019) is included at Appendix 12. The BHA confirms that the site can be developed as proposed with the implementation of appropriate Asset Protection Zones (APZs) and other construction measures.

The eastern and southern boundaries of Precinct 2 are identified as bushfire prone. This includes land identified as 'Vegetation Buffer' and 'Vegetation Category 3' as shown in Figure 31 below.

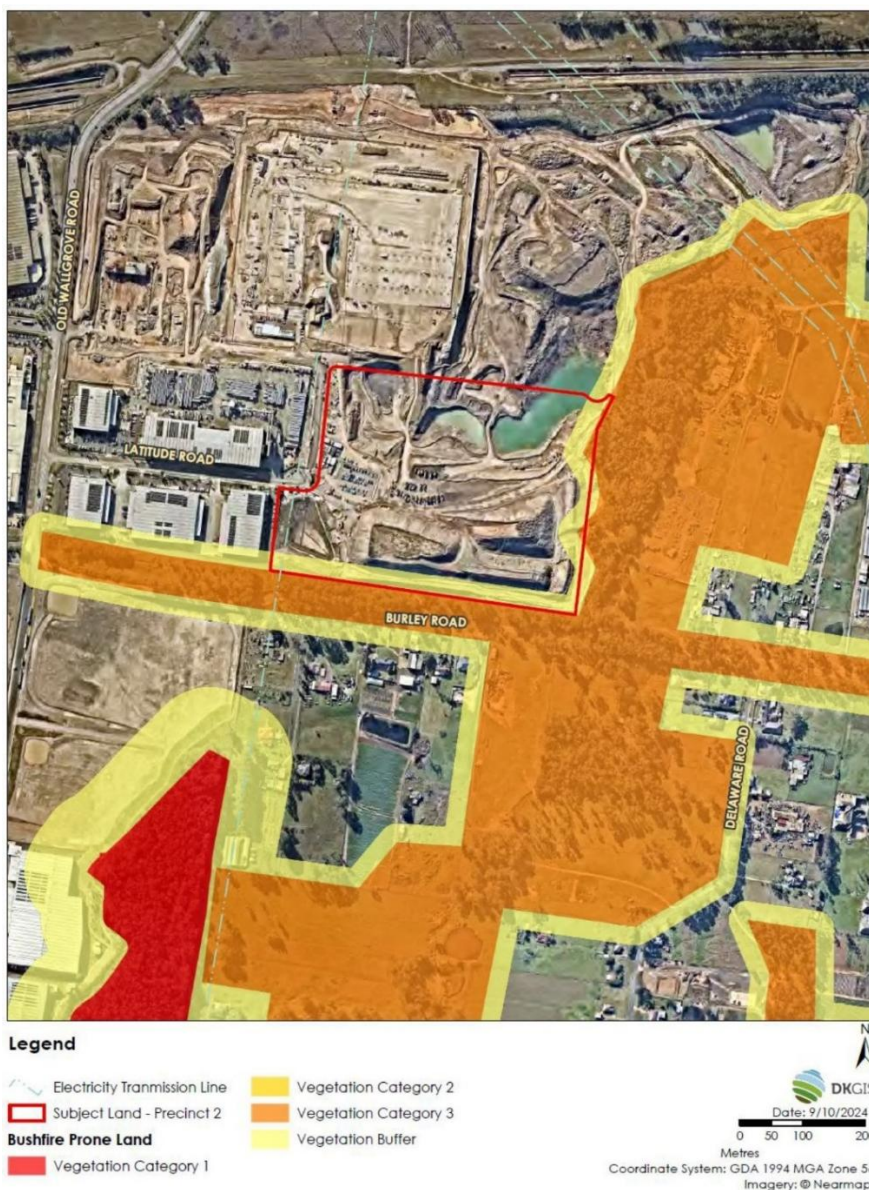


Figure 31: Bushfire prone land map (Source: Blackash Bushfire Consulting)

The assessment provided within the BHA has demonstrated that with consideration to Bushfire Attack Levels (BALs), vegetation and site topography, the implementation of

minimum APZs of 9m along the eastern boundary of Precinct 2 is sufficient in ensuring that the future development of the site is protected in the circumstance of a bushfire.

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

- provision of fire hydrants in accordance with the relevant Australian Standard and BCA
- buildings are constructed in accordance with the NCC, Australian Standard AS 3959:2018, and *Planning for Bush Fire Protection 2019* (PBP 2019)
- all proposed roads must comply with section 5.3.2 of PBP 2019 as appropriate

It is considered that the proposed development of Precinct 2 can be made safe in the instance of a bushfire with the implementation of the above recommendations.

6.10 Fire Safety

A Fire Safety Strategy (FSS) has been prepared by Affinity Fire Engineering and is included at Appendix 10. The FSS outlines the construction and management requirements considered necessary to achieve an acceptable level of safety within the building and satisfy the Performance Requirements of the BCA.

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

- each building structure including floors, walls, columns and shafts shall be constructed in accordance with the requirements of BCA Clause C2D2, Specification 5 for Type C Construction;
- where practicable, internal finishes, internal linings and internal materials used throughout the building should be non-combustible to reduce the spread of fire and the generation of toxic smoke products;
- rooms containing lift equipment, emergency generators, central smoke control plant, boilers or battery systems must be fire separated from the remainder of the building by construction in accordance with BCA provisions;
- an evacuation strategy whereby activation of any sprinkler head or manual call point shall initiate the building occupant warning alarm tones throughout the building of fire origin- dedicated fire wardens shall ensure that all clients, visitors, maintenance contractors and staff are promptly evacuated if a fire is identified anywhere in the building;
- travel distances to a point of choice or single exit are to be not more than 20m and the distance to the nearest of two or more alternative exits must not exceed 40m and the distance between alternative exits must be no closer than 9m and no further apart than 60m (with the exception of exits that are addressed through a fire-engineered Performance Solution);
- all doors serving as required exits shall have the hardware, door swings, latch operations and signage in accordance with the prescriptive requirements of BCA Clauses D3D24, D3D25, D3D26 and D3D28;
- exit and emergency lighting are to be provided throughout building in accordance with the prescriptive DtS provisions of BCA Clause E4D2, E4D4, E4D5, E4D6, E4D8 and AS2293.1:2018 with some exceptions as detailed in the FSS;

- fire controls and indicating equipment to be provided in accordance with the FSS;
- an automatic link is to be provided directly to an approved monitoring centre on activation of the fire sprinkler system or manual call points installed in the building in compliance with DtS Provisions and AS1670.3:2018;
- a fire sprinkler system shall be provided throughout each Warehouse building in accordance with the prescriptive requirements of BCA Specification 17 and AS2118.1:2017 except where a Performance Solution is specified under the FSS;
- compliance with Fire and Rescue NSW Hardstand requirements as per the FRNSW Fire Guideline requirements;
- automatic smoke exhaust systems to be provided in accordance with the FSS;
- fire hose reels are to be provided throughout each building in accordance with the prescriptive DtS provisions of BCA Clause E1D3 and AS2441:2005 except where a Performance Solution is specified in the FSS;
- portable fire extinguishers are to be provided throughout each building in accordance with the BCA with type of extinguisher selected in accordance with the relevant Australian Standard;
- a fire hydrant system shall be provided throughout the site to serve the building in accordance with the prescriptive requirements of Clause E1D2 and AS2419.1:2021 except where a Performance Solution is specified in the FSS;
- vehicular perimeter access roadways are provided around each of the large-isolated buildings; and
- ongoing management of each building is to be undertaken in accordance with the FSS in relation to maintenance of fire safety equipment, no smoking policy in all internal areas, provision of a fire safety manual, an Emergency Management Plan, Hot Works Policy and fire drills and general fire safety training.

It is considered that with the implementation of the above strategies as specified within the FSS, each warehouse building within Precinct 2 can safely mitigate any impacts in the case of a fire and ensure a high level of safety to occupants.

6.11 Air Quality

An Air Quality Impact Assessment (AQIA) has been prepared by SLR Consulting and is included in Appendix 13. The AQIA looks at potential air quality impacts during both the construction and operational phases of Precinct 2.

Construction Phase

During construction, it is recognised that potential air pollution and amenity issues associated with the proposal will result from earthworks, construction and trackout. The AQIA identifies the sensitivity of the general area as low for dust soil and health effects.

As shown in Table 15, the results of the study indicates that while the magnitude of dust emission for earthworks, construction and trackout is large, the risk of dust soiling and human health effects is for all three stages is low. Therefore, the overall air quality risk from construction activities for the surrounding receptors is low.

Impact	Sensitivity of Area	Dust Emission Magnitude			Preliminary Risk with no mitigation			
		Earthworks	Construction	Trackout	Earthworks	Construction	Trackout	Maximum
Dust Soiling	Low	Large	Large	Large	Low	Low	Low	Low
Human Health	Low				Low	Low	Low	Low

Table 15 Preliminary risk of air quality impacts from uncontrolled construction activities (Source: SLR)

Under the AQIA mitigation measures are provided to combat the aforementioned potential impacts. The measures outlined include the following:

Earthworks

- Re-vegetate earthworks and exposed areas or soil stockpiles promptly to stabilize surfaces.
- Use Hessian, mulches, or trackifiers when re-vegetation or topsoil coverage is not feasible.
- Only remove cover in small sections during work, not all at once.

Construction

- Avoid scabbling (roughening concrete surfaces) if possible.
- Store sand and aggregates in bunded areas, ensuring they don't dry out unless needed for a process, with appropriate control measures.
- Deliver bulk cement and fine powders in enclosed tankers, storing them in silos with emission control systems to prevent material escape and overfilling.
- Seal bags of smaller powder materials after use and store them to prevent dust.

Trackout

- Use water-assisted dust sweepers on access and local roads to remove tracked-out material, possibly requiring continuous use.
- Avoid dry sweeping of large areas.
- Ensure vehicles are covered to prevent material escape during transport.
- Inspect and repair haul routes promptly, recording actions in a site log.
- Install hard-surfaced haul routes, dampened with sprinklers or mobile water systems, and clean regularly.
- Implement a wheel washing system with rumble grids to remove dust and mud, where feasible.
- Ensure a sufficient area of hard-surfaced road between the wheel wash and site exit.
- Position access gates at least 10 meters from receptors where possible.

Operational Phase

Operational air quality impacts associated with the proposed warehouse are generally limited to emission of particulate matter from trucks and vehicles accessing and idling at the site.

A risk-based approach has been used to assess the potential impact of Precinct 2 on surrounding receptors. As the proposal seeks approval for a warehouse and distribution centre, the impact has been considered neutral in significance. This impact can be further reduced by implementing the following measures:

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

In conclusion, all potential air quality impacts, throughout the construction and operational phases, can be appropriately mitigated to ensure the development of Precinct 2 does not impact air quality for surrounding sensitive receptors.

6.12 Waste

A Waste Management Plan (WMP) has been prepared by SLR Consulting detailing management of both construction and operational waste within Precinct 2 (Appendix 11).

The WMP includes measures to ensure the development is consistent with the aims and objectives of the NSW EPA’s Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities 2012 and the NSW Waste and Sustainable Material Strategy 2041. The WMP includes a description of waste avoidance measures and how waste would be handled, processed, and disposed of, or re-used or recycled, in accordance with Council’s requirements.

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

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

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

	Timber	Asphalt	Concrete	Granular Base	Bricks	Gyprock	Sand or soil	Metal	Other
Total (m ²)	39	31	347	125	172	68	611	82	78

Table 16: Estimated types and quantities of construction waste (Source: SLR Consulting)

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

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

- domestic wastes generated by employees, including food wastes
- office waste
- garden organic waste from landscaped areas
- bulky waste items such as furniture and e-waste

The WMP estimates that Precinct 2 would result in the following quantities of operational general waste and recycling:

Litres/Day		Litres/Week	
General Waste	Recycling	General Waste	Recycling
86,895	43,789	608,266	306,523

Table 17: Subtotal of waste produced operationally daily and weekly in Precinct 2

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

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

6.13 Sustainability

The Sustainability Management Plan (SMP) prepared by SLR Consulting, provided at Appendix 21, identifies all potential energy savings that may be realised during the operational phase of the development. Proposed measures are summarised as follows:

- Daylight-controlled LED lighting replacing metal halide for reduced energy use and maintenance.
- Motion sensors for all LED lights in the warehouse and offices.
- Translucent roof sheeting for natural light in the warehouse.
- Roof and wall insulation meeting NCC standards.
- High-performance glazing for air-conditioned areas, or minimum NCC requirements.
- Passive solar design for outdoor areas.
- An efficient air conditioning system.
- Power sub-metering for ongoing monitoring of energy consumption in the offices and warehouse.
- Selection of endemic and low-maintenance landscaping species.
- Installation of rainwater tanks (subject to detailed design) for irrigation and toilet flushing.
- Use of low-flow fixtures and fittings (taps and showerheads).
- Low VOC paints, carpets, and sealants in all offices.
- 5% of parking spaces dedicated to electric vehicles, with charging stations.
- Use of low-carbon construction materials, including 15% fly ash in cement.

- The lighting energy efficiency measures will achieve a 47% reduction in lighting energy compared to a reference building.
- The installation of 4-star rated toilets, urinals, taps, and rainwater harvesting will reduce potable water demand by approximately 31%.

The proposed ESD initiatives will help to achieve significant reductions in the energy required by the development both in building and operation. This ensures that there is no unnecessary growth in greenhouse gas emissions or consumption of natural resources.

6.14 Hazards and Risk

The proposed development does not seek to store Dangerous Goods at the site. Accordingly, a Preliminary Hazard Analysis is not warranted and no further assessment is required.

6.15 Aboriginal Heritage

The Aboriginal Cultural Heritage Assessment Report (ACHAR) at Appendix 16 draws upon previous studies undertaken by Artefact for the OEE under SSD 37486043, including Precinct 2.

Historically, the site was used as a quarry and subsequently the ground at this site has been significantly disturbed as a result.

The ACHAR found there were no sites listed on the Aboriginal Heritage Information Management System (AHIMS) located within the study area and therefore, no Aboriginal heritage sites within the boundary of the Precinct 2 or the overall OEE.

The only Aboriginal artefacts documented within the OEE, known as OE AS1, were located along the south-eastern boundary of the site, within the subject site of Precinct 2.

The area in which OE AS1 is located will not be impacted by the planned development. Given the findings of the ACHAR, it was recommended that no further archaeological assessment was required.

The ACHAR recommends that if changes were to be made to the proposed development that may impact the area assessed by ACHAR, further investigation in the form of test excavation may be required to be undertaken.

The report also recommends that under the unexpected finds policy, in the case of unexpected Aboriginal objects or potential objects are uncovered during works, then all works in the vicinity should cease immediately and relevant qualified professionals to be contacted and further mitigation measures may be enforced. This is included as part of the Mitigation Measures included at Appendix 3.

6.16 Social impacts

A Social Impact Assessment (SIA) was prepared for the development by Urbis in accordance with the Social Impact Assessment Guidelines (DPE 2021). This is included at Appendix 19. As outlined in the SIA, the key social impacts of the proposal are as follows:

- **Increased local job availability:** The OEE development will generate new jobs across various sectors in the area, benefiting lower-skilled workers, young people, and the unemployed. However, the site's limited accessibility may somewhat reduce the extent of this benefit.
- **Increasing the urban heat island:** Although landscaping and shading will help mitigate temperature increases, the expansion of impervious surfaces and roads is expected to raise local heat levels, potentially impacting worker health and wellbeing in the short to medium term.
- **Noise impacts on surrounding residents and workers:** Construction-related noise may cause temporary disruptions for nearby residents, but with effective mitigation measures, this impact will be kept to a minimum. Long-term noise impacts are expected to be neutral, with no significant disturbances once the site is operational.
- **Visual outlook changes:** In the short term, construction and slow-growing plantings may negatively affect the visual appearance for workers and local residents. However, as plantings mature, the visual impact will lessen, leading to a neutral effect in the long run.

Based on this assessment and the recommendations provided, it is expected that the proposal will have an overall low positive impact on the local community.

7 Project Justification

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

7.1 Overview

The proposed development seeks approval to for development of Precinct 2 within the OEE to provide three buildings, including four warehouse tenancies.

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

7.2 Strategic justification

As demonstrated in Appendix 4, the proposed development meets the objectives and directions outlined in the relevant strategic policy for the site, locality and broader region. In particular, the proposal meets the objectives of the following:

- **Greater Sydney Region Plan** – The proposal satisfies the 4 key themes of the Region Plan, including Infrastructure and Collaboration, Liveability, Productivity and Sustainability
- **Western City District Plan** – The proposed development direct aligns with the objectives set out within the District Plan, in relation to industrial and urban services land. The plan acknowledges the importance and strategic location of Alexandria, and its role in supporting the Port Botany and Sydney Airport trade gateway.
- **Fairfield Local Strategic Planning Statement** – The proposed warehouse and distribution centres will retain and facilitate high quality, industrial floor space within Western Sydney, and more broadly the Fairfield LGA. The proposal is consistent with the objectives of the LSPS.
- **Fairfield Community Strategic Plan** – The proposal effectively responds to the surrounding locality and transport network, improving the public domain and aligning with the objectives of the employment lands.

As such, it is considered the proposal aligns with the relevant strategic planning for the Fairfield LGA.

7.3 Statutory Justification

The relevant State and local environmental planning instruments are listed in Section 4 and assessed in Appendix 5. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:

- the proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 of the Act and addressed in Appendix 2.
- this EIS has been prepared in accordance with the SEARs as required by Schedule 2 of the EP&A Regulation, and addressed in Appendix 1.

- consideration is given to the relevant matters for consideration as required under the BC Act and the SSD is supported by a BDAR Waiver granted by DPHI provided at Appendix 25.
- the SSD pathway has been undertaken in accordance with Chapter 2, Planning Systems SEPP as the proposed development is classified as SSD.
- referral to TfNSW will be required as per Chapter 2 of the Transport and Infrastructure SEPP for 'traffic generating development'.
- the proposal complies with all of the relevant provisions under the Industry and Employment SEPP as detailed in Appendix 5. The proposed development is consistent with the objectives of the IN1 zone.
- the proposed development has been assessed in accordance with Chapter 3 and 4 of Resilience and Hazards SEPP. The proposed development complies with the relevant clauses of these SEPPs noting all contamination matters were addressed under DA 347.1/2021.
- the proposal generally accords with the relevant provisions of the OEE DCP as outlined in Appendix 5.

7.4 Community views

As detailed in Section 5, extensive community consultation was undertaken in the preparation and determination of the Concept approval for the OEE under SSD 37486043. These views were considered in the development of the controls for the Estate, including building height and landscaping. The proposed development has been designed in accordance with the approved controls to ensure any offsite impacts are mitigated and impacts to the surrounding community are reduced.

The CCCHS as provided at Appendix 24 details the community engagement undertaken to date and ongoing strategies to ensure the wider community stays informed. This strategy enable the community to remain involved and voice any queries or concerns via the website or community information line.

7.5 Economic justification

The proposed development has an EDC of \$130,615,000.

The development will establish an industrial business hub with a total leasable warehouse floor area of 86,554m² and office area of 3,604m².

The proposed development is expected to generate approximately 650 full time jobs during its construction phase and approximately 1,084 full time ongoing jobs through the future industrial uses of the site.

7.5.1 Site suitability

The site is suitable for the proposed development given:

- the site is zoned for industrial purposes and warehouse and distribution uses are permitted with consent under Section 2.10 of the Industry and Employment SEPP
- the proposal provides significant industrial floor space to generate jobs within an area identified for employment uses

- the proposal is consistent with the strategic direction for the locality and broader region
- the proposal is compatible with surrounding development and land uses
- all potential environmental impacts of the proposal can be suitably mitigated within the site.

7.5.2 Ecologically Sustainable Development

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

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

The proposal has been assessed under these principles in the below sections.

The Precautionary Principle

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

Detailed investigations relating to the environmental and engineering aspects of the proposal have been undertaken for the Concept approval and this subsequent SSD for Precinct 2 with the aim to produce an optimal project design and layout. The development of the site as outlined in this EIS and supporting technical assessments, provides the current optimised proposal, which takes into consideration all physical, environmental, social, cultural heritage and economic aspects which are required to be addressed.

The information supporting this proposal demonstrate that there is sufficient certainty of the environmental impacts associated with the proposal and that these impacts are acceptable and can be mitigated.

Inter-generational Equity

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

The proposed development ensures inter-generational equity as demonstrated in the SMP (Appendix 21) and by the ongoing employment opportunities resulting from the development.

The proposed development is predicted to have more than 30% energy reduction, 48% lighting energy reduction, and a 31% potable water demand reduction when compared with NCC Reference Building. Accordingly, Precinct 2 will reduce urban heat island

effects and utilise renewable energy generation to ensure future proofing the building for future generations.

The development represents a sustainable development, making best use of a site approved for the proposed uses in a widely accessible location. The development will not have any unacceptable impacts on the environment.

Conservation of Biological Diversity and Maintenance of Ecological Values

The third principle of ESD states that the conservation of biological diversity and ecological integrity should be a fundamental consideration in development applications.

The potential environmental impacts of the proposal have been detailed throughout this EIS, with mitigation measures and proposed offsets described.

The proposal has been the subject of a thorough ecological assessment as detailed in the BDAR submitted with and approved under the Concept approval for the OEE (SSD 37486043). A BDAR waiver has also been approved for Precinct 2 and is provided at Appendix 25.

Appendix 1

Secretary's Environmental Assessment Requirements Table

Environmental Assessment Requirement	EIS Reference	Supporting Documentation
General Requirements		
<p><i>The Environmental Impact Statement (EIS) for the development must:</i></p> <ul style="list-style-type: none"> <i>comply with these assessment requirements</i> <i>meet the form and content requirements in sections 190 and 192 of the Environmental Planning and Assessment Regulation 2021 (the Regulation)</i> <i>have regard to the Department's State Significant Development Guidelines (2021).</i> 	All	-
<p><i>In addition, the EIS must include:</i></p> <ul style="list-style-type: none"> <i>a clear comprehensive description of the proposal for the site, including details of all activities and processes proposed to be carried out as part of the development</i> <i>consideration of issues discussed in the public authority responses to request for key issues (see Attachment 2 (of the Issued SEARS))</i> <i>a detailed assessment of the key issues specified below, including:</i> <ul style="list-style-type: none"> <i>– a description of the existing environment, using sufficient baseline data</i> <i>– an assessment of the potential impacts of all stages and activities that form part of the development, including any cumulative impacts, taking into consideration relevant guidelines, policies, plans and statutes</i> <i>– justification for the level of assessment carried out for each of the key issues as they relate to the Concept Proposal (SSD-3786043)</i> <i>– a description of the measures that would be implemented to avoid, minimise, mitigate and if necessary, offset the potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage significant risks to the environment.</i> 	Section 3	All
<p><i>The EIS must also be accompanied by:</i></p> <ul style="list-style-type: none"> <i>an Estimated Development Cost (EDC) Report prepared in accordance with the relevant planning circular using the Standard Form of EDC Report</i> <i>an estimate of the retained and new jobs that would be created during the construction and operational phases of the development, including details of the methodology to determine the figures provided</i> 	Appendix 8	Estimated Development Cost Report

Environmental Assessment Requirement	EIS Reference	Supporting Documentation
<ul style="list-style-type: none"> • <i>high quality files of maps and figures of the subject site and proposal</i> • <i>certification that the information provided is accurate at the date of preparation</i> • <i>a declaration from a Registered Environmental Assessment Practitioner that your EIS includes the information specified in the Department's Registered Environmental Assessment Practitioner Guidelines.</i> 		
Key Issues		
Consistency with the approved Oakdale East Industrial Estate Concept Proposal (SSD-3786043)		
<ul style="list-style-type: none"> • <i>demonstration of how the development is consistent with the Oakdale East Industrial Estate concept proposal, particularly in relation to, traffic and transport, and noise and vibration, urban design and visual impacts</i> 	Section 4.3 Section 6	All
Statutory and Strategic Context – including:		
<ul style="list-style-type: none"> • <i>a detailed description of the history of the site, including the relationship between the proposed development and all development consents and approved plans previously and/or currently applicable to the site</i> • <i>demonstration that the proposal is consistent with all relevant planning strategies, environmental planning instruments, adopted precinct plans, draft district plan(s) and adopted management plans and justification for any inconsistencies. This includes, but is not limited to:</i> <ul style="list-style-type: none"> ○ <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> ○ <i>State Environmental Planning Policy (Industry and Employment) 2021</i> ○ <i>State Environmental Planning Policy (Planning Systems) 2021</i> ○ <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> ○ <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> ○ <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> ○ <i>State Environmental Planning Policy (Western Parkland City) 2021</i> ○ <i>Greater Sydney Region Plan: A Metropolis of Three Cities</i> ○ <i>Our Greater Sydney 2056: Western City District Plan</i> ○ <i>Future Transport Strategy 2056.</i> 	Section 1 Section 4 Appendix 1 Appendix 4 Appendix 5	Secretary's Environmental Assessment Requirements Table Strategic Planning Assessment Statutory Compliance Table
Suitability of the Site		
<ul style="list-style-type: none"> • <i>including a detailed justification for the proposal and that the site can accommodate the proposed</i> 	Section 2	Architectural Pack

Environmental Assessment Requirement	EIS Reference	Supporting Documentation
<p><i>development having regard to its potential environmental impacts, permissibility, strategic context and existing site constraints.</i></p>	<p>Section 7 Appendix 2 Appendix 14 Appendix 17 Appendix 25</p>	<p>Landscape Plans BDAR BDAR Waiver</p>
<p>Community and Stakeholder Engagement – a community and stakeholder engagement strategy consistent with the Department’s Undertaking Engagement Guidelines for State Significant Projects for all stages of the development, including (but not limited to):</p>		
<ul style="list-style-type: none"> • details of how issues raised, and feedback provided during engagement activities have been considered and responded to in the development • details of the proposed approach to future community and stakeholder engagement based on the results of consultation 	<p>Section 5</p>	<p>-</p>
<p>Traffic and Transport – a quantitative transport impact assessment prepared in accordance with the Transport for NSW Guide to Transport Impact Assessment (GTIA) and Austroads guidelines, that includes:</p>		
<ul style="list-style-type: none"> • consideration of all deliverables and actions for construction and operation of the development in Appendix E – Scoping checklist of the GTIA (of the Issued SEARs) • an estimate of trip generation, mode split, arrival/departure profiles and trip distribution using the benchmarking method (where tenants are unknown) • an assessment of cumulative traffic impacts on road performance and safety implications at key intersections using an appropriate modelling framework (including the consideration of existing base case, future base case and project case scenarios) • plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network • details and plans of any proposed internal road network, access points, loading dock provision and servicing, on-site parking provisions, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards and Austroads/TfNSW technical guidelines, and demonstrating compliance with the car parking rates in condition A10 of SSD-3786043. • swept path diagrams for the largest vehicles manoeuvring through site access points, internal 	<p>Section 6.6 Appendix 15 Appendix 7</p>	<p>Transport Statement Civil Engineering Report</p>

Environmental Assessment Requirement	EIS Reference	Supporting Documentation
<p><i>roads, hardstand areas and nearby intersections (where necessary)</i></p> <ul style="list-style-type: none"> <i>details of road upgrades, traffic control measures, new roads or access points required for the development if necessary (including approval-in-principle from the relevant road authority, where relevant) a Draft Construction Traffic Management Plan detailing the likely trip generation, construction vehicle routes, access and parking arrangements and measures to mitigate any construction traffic and parking impacts.</i> 		
<p>Noise and Vibration – a quantitative noise and vibration impact assessment undertaken by a suitably qualified acoustic consultant in accordance with the relevant Environment Protection Authority guidelines and Australian Standards which includes:</p>		
<ul style="list-style-type: none"> <i>the identification of impacts associated with construction, site emission and traffic generation at noise affected sensitive receivers, including the provision of operational noise contours and a detailed sleep disturbance assessment</i> <i>details of noise monitoring survey, background noise levels, noise source inventory and ‘worst case’ noise emission scenarios</i> 	<p>Section 6.7 Appendix 20</p>	<p>Noise Impact Assessment</p>
<ul style="list-style-type: none"> <i>a detailed noise source inventory describing all potential noise and vibration sources during construction and operation of the development, including but not limited to external plant and equipment (e.g., air conditioners, ventilation units, compactors, and containers), vehicle maintenance and repair activities, on-site vehicle movements (e.g., gas-powered/electric forklifts, loading/unloading activities and manoeuvring within loading areas), and on-site and off-site traffic noise. Noise levels for all plant and equipment must be supported by manufacturer specifications</i> <i>consideration of annoying characteristics of noise and prevailing meteorological conditions in the study area</i> <i>a description of ‘worst-case’ noise emission scenarios considering noise-enhancing meteorological conditions</i> <i>details of noise mitigation measures, such as increased building setbacks, building insulation, noise barriers, layout of truck loading areas or source controls</i> <i>details of how the temporary noise barrier will be transitioned to a permanent noise barrier and how the transition will be managed to ensure ongoing compliance with noise limits</i> <i>demonstration of compliance with the noise limits set out in conditions A14 and A15 of SSD-3786043</i> 		

Environmental Assessment Requirement	EIS Reference	Supporting Documentation
<ul style="list-style-type: none"> • <i>details and analysis of the effectiveness of proposed management and mitigation measures to adequately manage identified impacts, including a clear identification of residual noise and vibration following application of these mitigation measures and details of any proposed compliance monitoring programs.</i> 		
Urban Design and Landscaping – including:		
<ul style="list-style-type: none"> • <i>an assessment of compliance with the approved Concept Proposal including the Development Controls in condition A10 for gross land area, building height, building setbacks, site coverage, lot sizes, landscaping setbacks, and tree canopy coverage</i> • <i>photomontages and perspectives of the development layout and design (buildings and storage areas)</i> • <i>details of staging, site coverage, setbacks, open space, landscaping, height, colour, scale, building materials and finishes, façade design, signage and lighting</i> 	Section 3.2.2 Appendix 2 Appendix 14 Appendix 15	Architectural Plans Landscape Plans Transport Statement
<ul style="list-style-type: none"> • <i>an assessment of the potential visual impacts of the development on the amenity of the surrounding area, including:</i> <ul style="list-style-type: none"> ○ <i>nearby public and private receivers in particular to the south and south east of the site</i> ○ <i>significant vantage points in the broader public domain</i> • <i>consideration of the layout and design of the development having regard to the surrounding vehicular, pedestrian and cycling networks</i> • <i>detailed plans showing suitable landscaping which incorporates endemic species.</i> 	Section 6.1.4 Appendix 22	Visual Impact Assessment Memorandum
Flooding – a flood impact risk assessment (FIRA) in accordance with the Flood risk management guideline LU01 - Flood impact and risk assessment (2023). The FIRA must:		
<ul style="list-style-type: none"> • <i>identify any flood risk on-site (mainstream and overland) having regard to adopted flood studies, the potential effects of climate change, and any relevant provisions of the NSW Flood Risk Management Manual (2023).</i> • <i>The flood impact and risk assessment should be undertaken in accordance with the Flood Risk Management Guide LU01 Flood Impact and Risk Assessment.</i> • <i>assess the impacts of the development, including any changes to flood risk on-site or off-site, and detail design solutions and operational procedures to mitigate flood risk where required.</i> • <i>identify flood behaviour, flood constraints and risks on the site and adjoining areas including the</i> 	Section 6.3 Section 6.4 Appendix 18 Appendix 23	Flood assessment report & Addendum 1 & Addendum 2 Flood Memorandum

Environmental Assessment Requirement	EIS Reference	Supporting Documentation
<p><i>potential impacts of climate change for the full range of events up to and including the probable maximum flood (PMF) event.</i></p> <ul style="list-style-type: none"> • <i>include details of proposed management measures to minimise the impacts of flooding on the development and flood risk to the community</i> • <i>detail an emergency management and response strategy for local catchment (and/or overland) and mainstream flooding, which:</i> <ul style="list-style-type: none"> ○ <i>identifies potential options for emergency management and response, including safe evacuation from the site and/or shelter-in-place, based on adopted flood studies and flood warnings from the Bureau of Meteorology (where available)</i> ○ <i>evaluates the performance of safe evacuation from the site, including consideration of possible constraints of existing road networks, potential interruptions of traffic flows, and the lead time for evacuation from existing flood warning services</i> ○ <i>the FIRA must be in accordance with Council's Stormwater Management Policy (Sept 2017) in conjunction with the site specific DSCP</i> • <i>identifies the primary emergency management and response approach under significant events, up to and including the PMF event</i> 		
Soils and Water – including:		
<ul style="list-style-type: none"> • <i>description of the proposed erosion and sediment controls during construction</i> • <i>consideration of how the proposed development ties in with the stormwater management system for the Oakdale East Industrial Estate (SSD-37486043)</i> • <i>demonstration that post-development stormwater flows from the site do not exceed pre-development flows</i> • <i>an assessment of the downstream impacts on the Warragamba Pipelines corridor located directly north of the development site</i> • <i>description of the measures to minimise water use</i> 	Section 6.3 Section 6.5 Section 6.11 Appendix 6 Appendix 7 Appendix 18 Appendix 21 Appendix 23	Flood assessment report & Addendum 1 & Addendum 2 Flood Memorandum Sustainability Management Plan Civil Engineering Report & Plans
Infrastructure Requirements – an infrastructure delivery, management and staging plan that includes:		
<ul style="list-style-type: none"> • <i>an assessment of impacts of the development on existing utility infrastructure and service provider assets surrounding the site</i> • <i>a detailed written and/or graphical description of infrastructure required on the site, including any electrical substation/s and on-site switch yard/s</i> 	Section 6.3 Appendix 6 Appendix 7	Civil Engineering Report & Plans

Environmental Assessment Requirement	EIS Reference	Supporting Documentation
<ul style="list-style-type: none"> • details of the existing capacity of the site to service the proposed development and any extension or augmentation, property tenure or staging requirements for the provision of utilities, including arrangements for electrical network requirements, drinking water, wastewater and recycled water • a description of how any upgrades will be co-ordinated, funded and delivered on time and be maintained to facilitate the development • identification of any existing infrastructure or easements on or off the site which may be impacted by construction or operation of the development and details of measures to be implemented to address any impacts. 		
Air Quality and Odour – an assessment of the potential air quality, dust and odour impacts of the development (construction and operation) on surrounding landowners, businesses and sensitive receptors, in accordance with relevant Environment Protection Authority guidelines, including:		
<ul style="list-style-type: none"> • details of proposed mitigation, management and monitoring measures. 	Section 6.11	Air Quality Impact Assessment
Waste – including:		
<ul style="list-style-type: none"> • details of the quantities and classification of all waste streams to be generated on site during the development • details of waste storage, handling and disposal during the development • details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the NSW Waste and Sustainable Materials Strategy 2041. 	Appendix 11	Waste Management Plan
Hazards and Risk – including:		
<ul style="list-style-type: none"> • a preliminary risk screening completed in accordance with State Environmental Planning Policy (Resilience and Hazards) 2021 and Applying SEPP 33 (DoP, 2011), that includes a clear indication of class, storage and handling quantities and location of all dangerous goods and hazardous materials associated with the development • a Preliminary Hazard Analysis (PHA) prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis (DoP, 2011) and Multi-Level Risk Assessment (DoP, 2011), should the preliminary risk screening indicate that the project is “potentially hazardous”. 	Section 6.14	-
Bush Fire		
<ul style="list-style-type: none"> • a bush fire assessment report that addresses the aims and objectives of Planning for Bushfire 	Section 6.9	Bushfire Hazard Assessment

Environmental Assessment Requirement	EIS Reference	Supporting Documentation
<p><i>Protection 2019, and the construction standards and asset protection zone requirements recommended in the Bushfire Hazard Assessment for the Oakdale East Industrial Estate, prepared by Blackash Bushfire Consulting, dated 23 March 2023</i></p>	<p>Appendix 12</p>	
Biodiversity		
<ul style="list-style-type: none"> <i>an assessment of the proposal's biodiversity impacts in accordance with the Biodiversity Conservation Act 2016, including the preparation of a Biodiversity Development Assessment Report (BDAR) where required under the Act, except where a waiver for preparation of a BDAR has been granted.</i> 	<p>Section 6.8 Appendix 17 Appendix 25</p>	<p>Biodiversity Development Assessment Report (SSD 37486043) BDAR Waiver</p>
Aboriginal Cultural Heritage		
<ul style="list-style-type: none"> <i>an Aboriginal Cultural Heritage Assessment Report or justification for reliance upon any previous Aboriginal Cultural Heritage Assessment undertaken for SSD-37486043.</i> 	<p>Section 6.15 Appendix 16</p>	<p>ACHAR</p>
Social		
<ul style="list-style-type: none"> <i>including a social impact assessment in accordance with the Department's Social Impact Assessment Guideline.</i> 	<p>Section 6.16 Appendix 21</p>	<p>Social Impact Assessment Report</p>
Ecologically Sustainable Development – including:		
<ul style="list-style-type: none"> <i>identification of how ESD principles (as defined in Section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development demonstration of how the development will meet or exceed the relevant industry recognised building sustainability and environmental performance standards</i> <i>demonstration of how the development minimises greenhouse gas emissions (reflecting the Government's goal of net zero emissions by 2050) and consumption of energy, water (including water sensitive design) and material resources</i> <i>if Chapter 3 of State Environmental Planning Policy (Sustainable Buildings) 2022 applies:</i> <ul style="list-style-type: none"> <i>demonstrate how the development has been designed to address the provisions set out in Chapter 3.2(1)</i> <i>provide a NABERS Embodied Emissions Material Form to disclose the amount of embodied emissions attributable to the development in accordance with Section 35BA of the EP&A Regulation.</i> 	<p>Section 7.4.2 Appendix 13 Appendix 21 Appendix 26</p>	<p>Sustainability Management Plan Air Quality Impact Assessment Embodied Emissions Form</p>
Planning Agreement/Development Contributions		
<ul style="list-style-type: none"> <i>demonstration that satisfactory arrangements have been or would be made to provide, or</i> 	<p>Section 2.4</p>	<p>-</p>

Environmental Assessment Requirement	EIS Reference	Supporting Documentation
<p><i>contribute to the provision of, necessary local and regional infrastructure required to support the development.</i></p>		
Consultation		
<p><i>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:</i></p> <ul style="list-style-type: none"> • <i>Fairfield Council</i> • <i>Department of Climate Change, Energy, the Environment and Water, specifically the:</i> <ul style="list-style-type: none"> ○ <i>Environment and Heritage Group</i> ○ <i>Water Group</i> • <i>Transport for NSW</i> • <i>Fire & Rescue NSW</i> • <i>NSW Rural Fire Service</i> • <i>Sydney Water</i> • <i>WaterNSW</i> • <i>surrounding local landowners, businesses and stakeholders</i> • <i>any other public transport, utilities or community service providers.</i> 	<p>Section 5</p> <p>Section 7.3</p>	<p>-</p>

Appendix 2

Architectural Plans

Appendix 3

Mitigation Measures Table

Matter	Mitigation Measure	Reference
Traffic	<ul style="list-style-type: none"> Implementation of the Preliminary Construction Traffic Management Plan and Preliminary Green Travel Plan as outlined in the Transport Statement. 	<p>Section 6.6.5</p> <p>Appendix 15</p>
Noise	<ul style="list-style-type: none"> Construction of permanent noise barriers in accordance with the Noise Impact Assessment (NIA) Preparation of a Construction Noise and Vibration Management Plan prior to construction 	<p>Section 6.7</p> <p>Appendix 20</p>
Bushfire	<ul style="list-style-type: none"> Implementation of Asset Protection Zones (APZs) as outlined in the accompanying Bushfire Hazard Assessment (BHA) the entirety of Precinct 2 is to be maintained as an APZ. The APZ is to be established and maintained as an inner protection area as outlined within <i>Planning for Bushfire Protection 2019</i> and the NSW RFS document '<i>Standards for Asset Protection Zones</i>'. Fire hydrants are provided in accordance with Building Code of Australia E1.3, AS2419.1:2005. The warehouses are to be constructed to comply with the National Construction Code (2019), Australian Standard AS 3959:2018, <i>Construction of buildings in bush fire-prone areas</i> and/or NASH Standard (1.7.14 updated), <i>National Standard Steel Framed Construction in Bushfire Areas – 2014</i>, and Section 7.5 of <i>Planning for Bush Fire Protection 2019</i> on a prescriptive (deemed to satisfy and/or acceptable solution) basis and/or performance basis All proposed roads must comply with section 5.3.2 of <i>Planning for Bush Fire Protection 2019</i> as appropriate. 	<p>Section 6.9</p> <p>Appendix 12</p>
Fire Safety	<ul style="list-style-type: none"> each building structure including floors, walls, columns and shafts shall be constructed in accordance with the requirements of BCA Clause C2D2, Specification 5 for Type C Construction; where practicable, internal finishes, internal linings and internal materials used throughout the building should be non-combustible to reduce the spread of fire and the generation of toxic smoke products; rooms containing lift equipment, emergency generators, central smoke control plant, boilers or battery systems must be fire separated from the remainder of the building by construction in accordance with BCA provisions; an evacuation strategy whereby activation of any sprinkler head or manual call point shall initiate the building occupant warning alarm tones throughout 	<p>Section 6.10</p> <p>Appendix 10</p>

Matter	Mitigation Measure	Reference
	<p>the building of fire origin- dedicated fire wardens shall ensure that all clients, visitors, maintenance contractors and staff are promptly evacuated if a fire is identified anywhere in the building;</p> <ul style="list-style-type: none"> • travel distances to a point of choice or single exit are to be not more than 20m and the distance to the nearest of two or more alternative exits must not exceed 40m and the distance between alternative exits must be no closer than 9m and no further apart than 60m (with the exception of exits that are addressed through a fire-engineered Performance Solution); • all doors serving as required exits shall have the hardware, door swings, latch operations and signage in accordance with the prescriptive requirements of BCA Clauses D3D24, D3D25, D3D26 and D3D28; • exit and emergency lighting are to be provided throughout building in accordance with the prescriptive DtS provisions of BCA Clause E4D2, E4D4, E4D5, E4D6, E4D8 and AS2293.1:2018 with some exceptions as detailed in the FSS; • fire controls and indicating equipment to be provided in accordance with the FSS; • an automatic link is to be provided directly to an approved monitoring centre on activation of the fire sprinkler system or manual call points installed in the building in compliance with DtS Provisions and AS1670.3:2018; • a fire sprinkler system shall be provided throughout each Warehouse building in accordance with the prescriptive requirements of BCA Specification 17 and AS2118.1:2017 except where a Performance Solution is specified under the FSS; • compliance with Fire and Rescue NSW Hardstand requirements as per the FRNSW Fire Guideline requirements; • automatic smoke exhaust systems to be provided in accordance with the FSS; • fire hose reels are to be provided throughout each building in accordance with the prescriptive DtS provisions of BCA Clause E1D3 and AS2441:2005 except where a Performance Solution is specified in the FSS; • portable fire extinguishers are to be provided throughout each building in accordance with the BCA with type of extinguisher selected in accordance with the relevant Australian Standard; • a fire hydrant system shall be provided throughout the site to serve the building in accordance with the prescriptive requirements of Clause E1D2 and AS2419.1:2021 except where a Performance Solution is specified in the FSS; 	

Matter	Mitigation Measure	Reference
	<ul style="list-style-type: none"> vehicular perimeter access roadways are provided around each of the large-isolated buildings; and ongoing management of each building is to be undertaken in accordance with the FSS in relation to maintenance of fire safety equipment, no smoking policy in all internal areas, provision of a fire safety manual, an Emergency Management Plan, Hot Works Policy and fire drills and general fire safety training. 	
Air Quality	<p>Earthworks</p> <ul style="list-style-type: none"> Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable. Use Hessian, mulches or trackifiers where it is not possible to revegetate or cover with topsoil, as soon as practicable. Only remove the cover in small areas during work and not all at once. <p>Construction</p> <ul style="list-style-type: none"> Avoid scabbling (roughening of concrete surfaces) if possible. Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place. Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery. For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust. <p>Trackout</p> <ul style="list-style-type: none"> Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use. Avoid dry sweeping of large areas. Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. Record all inspections of haul routes and any subsequent action in a site log book. Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned. 	Section 6.11 Appendix 13

Matter	Mitigation Measure	Reference
	<ul style="list-style-type: none"> Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable). Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits. Access gates to be located at least 10m from receptors where possible. 	
Aboriginal Heritage	<ul style="list-style-type: none"> if changes are made to the proposal that may result in impacts to OEAS1 which have not been assessed by the ACHAR, further investigation in the form of test excavation will occur unexpected Aboriginal objects remain protected by the <i>National Parks Wildlife 1974</i>. If any such objects, or potential objects are uncovered in the course of the activity, all work in the vicinity will cease immediately. A qualified archaeologist will be contacted to assess the findings and Heritage NSW and Deerubbin LALC will be notified if human remains, or suspected human remains, are found in the course of the activity, all work in the vicinity will cease, the site will be secured, and the NSW Police and Heritage NSW will be notified 	Section 6.15 Appendix 16
Flooding	<ul style="list-style-type: none"> Implementation of the stormwater network, including relevant quantity and quality measures, as outlined in the Civil Engineering Report 	Section 6.3.3 Appendix 7
Sustainability	<ul style="list-style-type: none"> Daylight-controlled LED lighting for the warehouse instead of metal halide, resulting in energy reduction and reduced maintenance. Motion sensors to all LED lights within the warehouses, masonry plant, and offices. High efficiency glazing and shading for the offices. Highly efficient air conditioning system for the offices. Good daylighting levels (including warehouse windows along all sides and doors) will reduce the amount of artificial lighting required during the day. Heat-reflective semi-translucent roller blinds on all windows will reduce solar heat load to the building. Lighting zoning will offer flexibility for light switching in zones. All lighting systems in the offices and amenities are to be programmable and incorporate time clocks and motion sensors. Energy-efficient floodlights will be utilized to light the external perimeter of the building. Awnings over windows will reduce the solar heat load on the building, therefore decreasing the cooling load requirements from the air conditioning system. Air-conditioning control zoning is provided where necessary to cater for varying occupancy rates, 	Section 6.13 Appendix 21

Matter	Mitigation Measure	Reference
	<p>orientation to solar loads, etc. Also, a time clock is provided with provision for after-hours override.</p> <ul style="list-style-type: none"> • Achieving high insulating values of external development fabrics (in compliance with NCC requirements) will allow for lower energy demand on the air-conditioning system. • Door seals for recessed loading docks and doors and airlock for reception areas will help to maintain a comfortable indoor air environment and lower energy demand on the air-conditioning system. • Hot water systems implemented in staff amenities, including toilets, lunchrooms and cleaners room to be connected to a solar hot water system. • A Building Users' Guide will be prepared and implemented. These measures will help monitor the building's energy consumption. • Electrical sub-metering to all metered loads will facilitate ongoing management of energy consumption. • 5% of total parking spaces are dedicated for electrical cars with charging stations proposed. • Monitoring and reporting of energy usage to be undertaken in accordance with the SMP. 	
Waste	<ul style="list-style-type: none"> • Management of waste to be undertaken in accordance with the Waste Management Plan. 	Section 6.12 Appendix 11
Ecology	<ul style="list-style-type: none"> • Implementation of the Flora and Fauna Management Plan in accordance with SSD 37486043. 	Section 6.8 Appendix 17

Appendix 4

Strategic Planning Assessment

State Infrastructure Strategy

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

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

Greater Sydney Region Plan

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

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

The Region Plan provides broad *Priorities and Actions* which focus on the following 4 key themes:

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

Table 18: Analysis against Greater Sydney Region Plan

Western City District Plan

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

The District Plan recognises the ideal location of the site within industrial land to support the growth of the Western City District, given the proximity to the future Western Sydney Aerotropolis and access to both the M7 and M4 Motorway.

In particular, the development of Precinct 2 will address Planning Priority W10 – Maximising Freight and Logistics Opportunities and Planning and Managing Industrial and Urban Services Land. The proposed development is consistent with the Western City District Plan as it will:

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

Fairfield Local Strategic Planning Statement

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

- *Planning Priority 11: Promote a robust economy which generates diverse services and job opportunities*

The proposed development of Precinct 2 will facilitate 650 construction jobs for both the base building and fit out. It will also provide 1,084 jobs for the ongoing operation of the facility. With consideration of the GFA of the overall estate, a significant amount of employment opportunities will be created as a result of the subsequent development of each precinct of the OEE.

- *Planning Priority 12: Plan for and manage urban services land*

The proposal directly responds to this priority by developing industrial land for warehouse and distribution uses, providing a significant number of job opportunities during construction and operation of Precinct 2. Additionally, it does not hinder the facilitation of the future Western Sydney Freight Line which runs through the northern and north-eastern portions of the broader OEE.

Fairfield Community Strategic Plan

Fairfield Community Strategic Plan outlines Council's vision and priorities for the LGA, the Community Strategic Plan has a broader focus than the LSPS as it addresses long term social, environmental and economic goals for the community.

The proposal is consistent with the Community Strategic Plan as it will:

- offer a range of employment opportunities for people with various backgrounds and skillsets;
- support businesses and industries to have the necessary infrastructure; and
- be compatible with surrounding land uses.

Appendix 5

Statutory Compliance Table

Reference	Consideration	Relevance	EIS Reference
Environment Planning and Assessment Act 1979			
Section 1.3	The objects of the EP&A Act.	<p>The proposal is consistent with the objects of the EP&A Act as it:</p> <ul style="list-style-type: none"> • promotes the proper development of the land as it provides employment generating development that will increase the economic growth of the Sydney LGA • includes a thorough assessment on the relevant economic, environmental and social impacts of the proposed development, assisting DPE in its decision making process • promotes the orderly and economic use of the land by supporting employment generating development on land zoned for industrial purposes • promotes high quality architecture that contributes to the Fairfield LGA. The design exhibits strong design elements, through use of modular construction, articulation of built elements as well as extensive landscaping. • ensures no adverse impacts are imposed on items of European or Aboriginal heritage significance 	All
Section 4.12(8)	<i>A development application for State significant development or designated development is to be accompanied by an environmental impact statement prepared by or on behalf of the applicant in the form prescribed by the regulations.</i>	This EIS has been prepared to accompany an SSD application and is in the form prescribed by the regulations.	All

Reference	Consideration	Relevance	EIS Reference
Section 4.15	<p>Relevant environmental planning instruments:</p> <ul style="list-style-type: none"> • <i>State Environmental Planning Policy (Planning Systems) 2021</i> • <i>State Environmental Planning Policy (Industry and Employment) 2021</i> • <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> • <i>State Environmental Planning Policy (Precincts – Western Parkland City) 2021</i> • <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> • <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> 	The relevant EPIs are addressed within this table and Section 4 of the EIS	Section 4 and Appendix 5
	Relevant planning agreements or draft planning agreements (section 4.15)	A VPA between Goodman and DPHI was entered under Section 7.4 of the EP&A Act in 2023 in relation to the OEE. In accordance with the adopted VPA, the application of Sections 7.11 and 7.12 of the Act is not excluded in respect of the development.	Section 2.4
	<p>Relevant Development control plans (section 4.15):</p> <ul style="list-style-type: none"> • Oakdale East Development Control Plan 	Development control plans do not apply to SSD. Nonetheless, the relevant development control plan has been considered as part of this table.	Appendix 5
	Likely impacts of the development, suitability of the site, the public interest (section 4.15)	The likely impacts of the development, suitability of the site and the public interest are considered within the assessment of impacts and project justification sections of the EIS.	Section 7
Environmental Planning and Assessment Regulations 2021			
Section 190	Form of environmental impact statement.	The EIS has been prepared in accordance with this section including consideration of the <i>State Significant Development Guidelines</i> .	All
Section 192	Content of an environmental impact statement.	The EIS includes all content required under this section.	All
Biodiversity Conservation Act 2016			

Reference	Consideration	Relevance	EIS Reference
Section .7.9	<p>(1) <i>This section applies to—</i></p> <p>(a) <i>an application for development consent under Part 4 of the Environmental Planning and Assessment Act 1979 for State significant development, and</i></p> <p>(b) <i>an application for approval under Division 5.2 of the Environmental Planning and Assessment Act 1979 to carry out State significant infrastructure.</i></p> <p>(2) <i>Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.</i></p> <p>(3) <i>The environmental impact statement that accompanies any such application is to include the biodiversity assessment required by the environmental assessment requirements of the Planning Agency Head under the Environmental Planning and Assessment Act 1979.</i></p>	<p>A BDAR was submitted as part of the assessment for SSD 37486043 and has been relied upon for the assessment of this application. Accordingly, a BDAR Waiver has been granted for this application and is provided at Appendix 25.</p> <p>As demonstrated by the approval of SSD 37486043, all vegetation required for clearing and associated offsets has been undertaken and therefore there are no further impacts under this application.</p>	Section 6.8 and Appendix 17
Contaminated Land Management Act 1997			
CLM Act	The <i>Contaminated Land Management Act 1997</i> (CLM Act) establishes a process for investigating and (where appropriate) remediating land where contamination poses a significant risk of harm to human health or the environment.	<p>Site wide remediation for the OEE was approved under DA 347.1/2021.</p> <p>Therefore, no further consideration under the CLM Act is required.</p>	Section 6.5
State Environmental Planning Policy (Transport and Infrastructure) 2021			
Chapter 2 – Infrastructure			
Section 2.48	Section 2.48 provides standards for development likely to affect an electricity transmission or	A utilities and services assessment has been conducted as part of the Civil Engineering Report and	Appendix 7

Reference	Consideration	Relevance	EIS Reference
	distribution network. Development carried out within or immediately adjacent to an electrical substation must give written notice to the electricity supply authority for the area in which the development is to be carried out, inviting comments about potential safety risks, and take into consideration any response to the notice that is received within 21 days after the notice is given.	confirms the works will not adversely impact an electricity transmission or distribution network.	
Section 2.118	Section 2.118 stipulates that the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that vehicular access to the land is provided by a road other than the classified road and the safety, efficiency and ongoing operation of the classified road will not be adversely affected.	Precinct 2 has frontage to Estate Roads 01 and 02 which are not classified roads.	N/A
Chapter 4 Major Infrastructure Corridors			
Section 4.3	Chapter 4 aims to preserve corridors for future major infrastructure and covers portions of Fairfield, Blacktown, Penrith, Liverpool, Camden and Campbelltown LGAs. <i>This Chapter applies to all land within a future infrastructure corridor and the adjacent land referred to in section 4.9(1)(b)–(d).</i>	As shown on the approved Master plan under SSD 37486043, a major infrastructure corridor traverses the north-eastern corner of the OEE. Notwithstanding, given the location of Precinct 2 within the OEE, the identified corridor is further north and separates Precinct 5 from the broader Estate.	N/A
State Environmental Planning Policy (Industry and Employment) 2021			
Chapter 2 – Western Sydney Employment Area			
Section 2.2	This chapter applies to land identified on the Land Application Map.	Precinct 2, and the broader OEE, is located within Precinct 8 of the WSEA (known as South of Sydney Catchment Authority Warragamba Pipelines).	N/A
Section 2.9	Zoning of land to which policy applies	The area of the site proposed to be developed is zoned IN1 General Industrial.	N/A

Reference	Consideration	Relevance	EIS Reference
		The proposed development is permissible with consent (warehouse or distribution centres) in the IN1 zone and consistent with the zone objectives	
Section 2.12	<i>(1) Land to which this Chapter applies may be subdivided, but only with consent.</i>	Not applicable. There is no subdivision proposed under this application.	N/A
Section 2.17	<i>(1) Except in such cases as the Secretary may determine by notice in writing to the consent authority or as provided by section 2.18, the consent authority must not grant consent to development on any land to which this Chapter applies unless a development control plan has been prepared for that land.</i>	A DCP was approved for OEE under SSD 37486043. An assessment against the DCP is provided in this table.	Appendix 5
Section 2.19	Development must include measures to minimise the consumption of potable water and greenhouse gas emissions.	The proposal has been designed to consider ecologically sustainable development principles and the EIS is accompanied by a Sustainability Management Plan which includes several energy efficiency measures to reduce greenhouse gas emissions. The Sustainability Management Plan also includes several measures such as 4 star rated toilets, urinals and taps and a rainwater harvesting facility (subject to detailed design) which will reduce potable water demand by approximately 32%.	Appendix 21
Section 2.20	Building heights for proposed development to adequately respond to site topography and preserve the amenity of adjacent zones.	The proposed three buildings (four tenancies) each have a maximum height of 14.6m, excluding rooftop plant and solar panels. This complies with the provisions of the DCP assessed further below.	Appendix 2
Section 2.21	Adequate arrangements must be made to connect the roof areas of buildings to any rainwater harvesting scheme.	The Sustainability Management Plan includes rainwater tanks per building/tenancy for rainwater harvesting and re-use for landscape irrigation and toilet flushing.	Appendix 21
Section 2.22	<i>(1) This section applies to any land to which this Chapter applies that is within 250 metres of land zoned primarily for residential purposes.</i>	The closest land zoned primarily for residential purposes is approximately 2.3 km north-west of Precinct 2.	N/A

Reference	Consideration	Relevance	EIS Reference
	<p><i>(2) The consent authority must not grant consent to development on land to which this section applies unless it is satisfied that—</i></p> <ul style="list-style-type: none"> <i>(a) wherever appropriate, proposed buildings are compatible with the height, scale, siting and character of existing residential buildings in the vicinity, and</i> <i>(b) goods, plant, equipment and other material resulting from the development are to be stored within a building or will be suitably screened from view from residential buildings and associated land, and</i> <i>(c) the elevation of any building facing, or significantly exposed to view from, land on which a dwelling house is situated has been designed to present an attractive appearance, and</i> <i>(d) noise generation from fixed sources or motor vehicles associated with the development will be effectively insulated or otherwise minimised, and</i> <i>(e) the development will not otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting or the like, and</i> <i>(f) the development will provide adequate off-street parking, relative to the demand for parking likely to be generated, and</i> <i>(g) the site of the proposed development will be suitably landscaped, particularly between any building and the street alignment.</i> 		

Reference	Consideration	Relevance	EIS Reference
Section 2.23	The consent authority must consider the potential land use impacts of proposed subdivision.	Not applicable. This application does not propose any subdivision.	N/A
Section 2.24	Requirement to demonstrate that adequate public utility infrastructure for the development is available or suitable arrangements are in places.	Required public utility infrastructure is addressed in the accompanying Civil Engineering Plans and Civil Engineering Report (Appendix 7 and Appendix 8).	Appendix 7 Appendix 8
Section 2.25	Consider any comments of the Director-General as to the compatibility of the development with proposed transport infrastructure routes.	The proposal is designed to ensure it does not impede on any planned infrastructure routes, including the MIC in the SP2 zone along the north east of Precinct 2 under the Transport and Infrastructure SEPP.	N/A
Section 2.30	<i>In determining a development application that relates to land to which this Chapter applies, the consent authority must take into consideration whether or not— (a) the development is of a high quality design, and (b) a variety of materials and external finishes for the external facades are incorporated, and (c) high quality landscaping is provided, and (d) the scale and character of the development is compatible with other employment-generating development in the precinct concerned.</i>	<p>The development utilises a variety of materials and external finishes to ensure high quality design is exhibited.</p> <p>The design approach ensures the facades of the buildings are appropriately articulated to ensure there are no elevations where the built form presents blank monotonous facades.</p> <p>The Landscape Plans ensure high quality landscaping is provided, including sufficient tree canopy cover to assist in screening the proposed development.</p> <p>Each building is proposed to have a ridge height of 14.6m to ensure a sympathetic built form outcome to adjacent rural residential zones which will be further screened by proposed landscaping.</p>	Section 6.1.2 Appendix 2 Appendix 10
Section 2.31	<i>(1) The objective of this section is to preserve the amenity of the area through the preservation of trees and other vegetation. (2) This section applies to species or kinds of trees or other vegetation that are prescribed for</i>	<p>The OEE DCP does not prescribe any species or kinds of trees for the purposes of this section.</p> <p>Any tree removal required to facilitate the development was approved and undertaken as part of the consent for SSD 37486043.</p>	N/A

Reference	Consideration	Relevance	EIS Reference
	<i>the purposes of this section by a development control plan made under Division 3.6 of the Act.</i> ...		
Chapter 3 – Advertising and Signage			
Section 3.1 Aims, objectives etc.	<p>(1) <i>This Chapter aims:</i></p> <p>(a) <i>To ensure that signage (including advertising):</i></p> <p>(i) <i>is compatible with the desired amenity and visual character of an area, and</i></p> <p>(ii) <i>provides effective communication in suitable locations, and</i></p> <p>(iii) <i>is of high quality design and finish, and</i></p> <p>(b) <i>to regulate signage (but not content) under part 4 of the Act, and</i></p> <p>(c) <i>to provide time-limited consents for the display of certain advertisements, and</i></p> <p>(d) <i>to regulate the display of advertisements in transport corridors, and</i></p> <p>(e) <i>to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.</i></p> <p><i>This Chapter does not regulate the content of signage and does not require consent for a change in the content of signage.</i></p>	<p>(a) The proposal is assessed to be compatible with the visual character and desired amenity of the locality as it is proposed to place business identification signage on the elevations of an industrial warehouse, to ensure the users of the estate can easily identify the tenancy.</p> <p>(b) The signs will have a high design quality and are compatible with the land use character of the location.</p> <p>(c) The proposal will be assessed and regulated under Part 4 of the EP&A Act and the conditions of consent.</p> <p>(d) The proposal does not present any road safety issues and is not expected to compromise road safety in its vicinity.</p> <p>Locations of the proposed signage are shown in the Architectural Plans.</p> <p>The proposed signage is compatible with the desired amenity and character of the area being an industrial precinct. The proposed signage will be of a high quality design and finish and enable efficient wayfinding through the site.</p>	Section 6.1.3 and Appendix 2
Section 3.4	Signage to which this Chapter applies.	This chapter applies to signage at the site, as it is visible from public places.	
Section 3.6	<i>A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied—</i>	Consideration against Section 3.1 and Schedule 5 is provided within this table.	

Reference	Consideration	Relevance	EIS Reference
	<p>(a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and</p> <p>(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.</p>		
Schedule 5(1)	<p>Character of the area</p> <ul style="list-style-type: none"> Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	The proposed signage ensures compatibility with the desired character of the area as it will identify future tenancies within the site and aids in wayfinding. The design of the signs is compatible with the proposed design of the warehouse reflected in materials and colour schemes.	Section 6.1.3 and Appendix 2
Schedule 5 (2)	<p>Special Areas</p> <ul style="list-style-type: none"> Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? 	The proposal does not detract from the amenity or visual quality of the area as it is ancillary to the operation of the proposed warehouses.	
Schedule 5 (3)	<p>Views and vistas</p> <ul style="list-style-type: none"> Does the proposal obscure or compromise important views? Does the proposal dominate the skyline and reduce the quality of vistas? Does the proposal respect the viewing rights of other advertisers? 	<p>All signage has been designed to not impact views within the site or for surrounding receivers.</p> <p>The size of proposed signs ensures they do not dominate the skyline or reduce quality of vistas.</p>	
Schedule 5 (4)	<p>Streetscape, setting or landscape</p> <ul style="list-style-type: none"> Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? 	All signage has been designed to be appropriate for the streetscape, setting and landscape and aims to assist tenancy identification and wayfinding through the estate.	

Reference	Consideration	Relevance	EIS Reference
	<ul style="list-style-type: none"> Does the proposal contribute to the visual interest of the streetscape, setting or landscape? Does the proposal reduce clutter by rationalising and simplifying existing advertising? Does the proposal screen unsightliness? Does the proposal protrude above buildings, structures or tree canopies in the area or locality? Does the proposal require ongoing vegetation management? 	<p>The signage does not protrude above the proposed structures or tree canopies in the locality.</p> <p>The proposal does not require ongoing vegetation management.</p>	
Schedule 5 (5)	<p>Site and building</p> <ul style="list-style-type: none"> Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? Does the proposal respect important features of the site or building, or both? Does the proposal show innovation and imagination in its relationship to the site or building, or both? 	The proposed signage is consistent with signage designs that are present on surrounding warehouse development.	Section 6.1.3 and Appendix 2
Schedule 5 (6)	<p>Associated devices and logos with advertisements and advertising structures</p> <p>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?</p>	No safety devices, platforms, or lighting devices have been designed as part of the signage. The Goodman logo is included as a sign for the various warehouse façades given they are the owner of the facilities.	
Schedule 5 (7)	<p>Illumination</p> <ul style="list-style-type: none"> Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft? 	The proposed signage is designed to comply with illumination requirements to minimise glare and ensure safety for road users, pedestrians or aircraft.	

Reference	Consideration	Relevance	EIS Reference
	<ul style="list-style-type: none"> • <i>Would illumination detract from the amenity of any residence or other form of accommodation?</i> • <i>Can the intensity of the illumination be adjusted, if necessary?</i> • <i>Is the illumination subject to a curfew?</i> 	The intensity of illumination can be adjusted if necessary. Illumination is not subject to a curfew.	
Schedule 5 (8)	<p>Safety</p> <ul style="list-style-type: none"> • <i>Would the proposal reduce the safety for any public road?</i> • <i>Would the proposal reduce the safety for pedestrians or bicyclists?</i> • <i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i> 	The signs have been located as to not impact the safety of roads for motorists, pedestrians, cyclists, or children.	
State Environmental Planning Policy (Resilience and Hazards) 2021			
Chapter 3 Hazardous and Offensive Development			
Section 3.1	Chapter 3 applies to any development which is defined as potentially hazardous or potentially offensive.	<p>The proposed uses comprise warehouse and distribution centres and does not involve the storage of dangerous goods on site.</p> <p>As such, the proposed development is not considered potentially hazardous or potentially offensive.</p>	N/A
State Environmental Planning Policy (Sustainable Building) 2022			
Chapter 3 Standards for non-residential development			
Section 3.1	1) This Chapter applies to development, other than development for the purposes of residential accommodation, that involves— (a) the erection of a new building, if the development has a capital investment value of \$5 million or more,	This chapter applies to the proposal as it exceeds the EDC threshold of \$5 million. The development is designed in accordance with Section 3.2 as assessed below.	<p>Section 6.13</p> <p>Appendix 21</p> <p>Appendix 26</p>

Reference	Consideration	Relevance	EIS Reference
Section 3.2	<p>(1) In deciding whether to grant development consent to non-residential development, the consent authority must consider whether the development is designed to enable the following—</p> <ul style="list-style-type: none"> (a) the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials, (b) a reduction in peak demand for electricity, including through the use of energy efficient technology, (c) a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design, (d) the generation and storage of renewable energy, (e) the metering and monitoring of energy consumption, (f) the minimisation of the consumption of potable water. <p>(2) Development consent must not be granted to non-residential development unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.</p>	<p>The proposal has been designed with respect to the accompanying Sustainability Management Plan (SMP) to ensure the principles of Ecologically Sustainable Development (ESD) have been implemented into the design. This includes waste and energy minimising measures as further detailed in the SMP.</p> <p>An Embodied Emissions Form has also been completed and provided at Appendix 26.</p>	
Fairfield Local Environmental Plan 2013			
Section 1.3	This Plan applies to the land identified on the Land Application Map.	The site is excluded from the Land Application Map. Therefore, the provisions of the Fairfield LEP do not apply to the site.	N/A
Oakdale East Development Control Plan			
Chapter 2 – Development Controls			
2. Development Controls			

2.2 Subdivision layout

2.2.1 Subdivision

<p>a) Industrial lots are to be sited and designed and must demonstrate consistency with the prescribed subdivision controls listed in Table 2 (<i>of the Oakdale East Estate Development Control Plan (OEE DCP)</i>). The lot sizes and frontages may be varied where required for utility installations or undertakings (e.g. electricity substations) or environmental protection works (e.g. water quantity and quality control measures).</p>	<p>Not applicable. No subdivision is proposed under this application.</p>	<p>N/A</p>
<p>b) Land adjoining or containing a watercourse (or part thereof) shall be designed to achieve the recommended corridors and buffer zones in accordance with section 6.1 (<i>of the OEE DCP</i>).</p>	<p>Reedy Creek, a riparian corridor, forms part of the eastern boundary of the site.</p> <p>The watercourse has been factored into the design of all plans to minimise any disturbance, including appropriate setbacks to the Reedy Creek corridor are proposed to ensure its protection and preservation.</p>	<p>Section 2.2 Section 6.1 Section 6.2</p>
<p>(c) Battle-axe lots are prohibited.</p>	<p>N/A. The proposed site does not result in a battle-axe lot.</p>	<p>N/A</p>
<p>(e) Access to lots should be from an estate road. Direct access from the Link Road (i.e. Old Wallgrove Road extension) and future Southern Link Road is not to be permitted.</p>	<p>Vehicle access to the site will be through Estate Road 1 and Estate Road 2.</p>	<p>Section 6.6.3</p>
<p>(f) Where a residue lot is created through subdivision, the applicant must demonstrate that future development of that residue lot can meet the controls of the DCP.</p>	<p>N/A. The proposal does not involve the subdivision of land as it seeks approval for the construction, operation, use and fit-out approval for four warehouse tenancies within Precinct 2 of the OEE.</p>	<p>N/A</p>
<p>(g) Pedestrian and vehicular access is to be provided in accordance with the controls set out in section 3 (<i>of the OEE DCP</i>).</p>	<p>The internal road design for the OEE was approved under SSD 37486043, expanding upon the existing internal road provided to access Precinct 1 as approved under DA 93.1/2019, the proposed development is designed in accordance with controls set out in Section 3 of the OEE DCP.</p>	<p>Section 6.6.3</p>

(h) Where a strata or community title subdivision is proposed, any space for parking or other purposes forming part of a sole occupancy unit must be included in the same strata lot as the unit.	N/A. No strata or community title subdivision is proposed as part of the application.	N/A
(i) All landscape, access areas and directory board signs not forming part of an individual unit are required to be included in any strata plan of subdivision as common property.	No strata or community title subdivision is proposed as part of this application.	N/A
(j) A cut and fill plan overlayed onto a contour plan must be provided with any future development application lodged for the site demonstrating finished ground levels on the development site and adjoining lands.	A Bulk Earthworks Plan is provided in the Civil Plans at Appendix 6.	Appendix 6

2.3 Built form and streetscape amenity

2.3.1. Site Coverage and Building Setbacks

(a) Site coverage is not to exceed 65 per cent on each lot (excluding awnings).	The total site coverage of the four warehouses and associated office space (90,158m ²) does not exceed 65 per cent of the total site coverage of Precinct 2 (157,494m ²). Site coverage equates to approximately 57% of the site area.	Appendix 2												
(b) Buildings and structures are to have the minimum setbacks as set out in Table 3 (<i>of the OEE DCP</i>).	An assessment against Table 3 is provided below:	Appendix 2												
	<table border="1"> <thead> <tr> <th>Control</th> <th>Requirement</th> <th>Compliance</th> </tr> </thead> <tbody> <tr> <td>Old Wallgrove Rd</td> <td>15m</td> <td>N/A. The site is not adjacent to Wallgrove Road.</td> </tr> <tr> <td>Estate Roads</td> <td>7.5m</td> <td>Yes. All buildings and structures have a minimum setback of 7.5m from Estate Roads.</td> </tr> <tr> <td>Southern Link Rd</td> <td>15m</td> <td>17.5m to southern boundary of site</td> </tr> </tbody> </table>	Control	Requirement	Compliance	Old Wallgrove Rd	15m	N/A. The site is not adjacent to Wallgrove Road.	Estate Roads	7.5m	Yes. All buildings and structures have a minimum setback of 7.5m from Estate Roads.	Southern Link Rd	15m	17.5m to southern boundary of site	
Control	Requirement	Compliance												
Old Wallgrove Rd	15m	N/A. The site is not adjacent to Wallgrove Road.												
Estate Roads	7.5m	Yes. All buildings and structures have a minimum setback of 7.5m from Estate Roads.												
Southern Link Rd	15m	17.5m to southern boundary of site												

	<table border="1"> <tr> <td>Corner lots – secondary street frontage</td> <td>5m</td> <td>All buildings are set back by a minimum of 7.5m from the estate roads.</td> </tr> <tr> <td>Rear and side setbacks within the estate</td> <td>5m</td> <td>Proposal provides rear and side setbacks of greater than 5m</td> </tr> <tr> <td>WNSW water pipelines corridor</td> <td>5m</td> <td>N/A</td> </tr> </table>	Corner lots – secondary street frontage	5m	All buildings are set back by a minimum of 7.5m from the estate roads.	Rear and side setbacks within the estate	5m	Proposal provides rear and side setbacks of greater than 5m	WNSW water pipelines corridor	5m	N/A	
Corner lots – secondary street frontage	5m	All buildings are set back by a minimum of 7.5m from the estate roads.									
Rear and side setbacks within the estate	5m	Proposal provides rear and side setbacks of greater than 5m									
WNSW water pipelines corridor	5m	N/A									
(c) Subject to compliance with fire rating standards, side and rear setbacks set out in Table 3 (<i>of the OEE DCP</i>) may be reduced to nil where the lot boundaries are internal to the site.	N/A	N/A									
(e) No development is to be provided within the front setback apart from: <ul style="list-style-type: none"> - Landscaping; - Utility services; - Approved signage; and - Drainage works. 	Precinct 2 has frontages to Estate Road 1 and Estate Road 2 and is bound by rural residential receivers to the south and east. Therefore, car parking has been provided within parts of the front setback to minimize impacts to surrounding receivers. Notwithstanding, car parking areas are provided with island planter beds to break up any perceived bulk from large spans of hardstand.	N/A									
(f) The following are acceptable within the WNSW water pipeline setback: <ul style="list-style-type: none"> • Landscaping; • Utility services; • Approved signage; and • Drainage works 	N/A	N/A									
2.3.2. Building Height											
(a) The maximum height for buildings in the Oakdale East Precinct is 15 metres (excluding rooftop mechanical plant and solar panels) above ground level. The maximum height for building 3B is 16.8m	Each warehouse has a proposed maximum building height of 14.6m (excluding plant and solar panels).	Appendix 2									

(excluding rooftop mechanical plant and solar panels) above ground level.		
(b) Where a development otherwise achieves the objectives of section 2.3.2 (<i>of the OEE DCP</i>), Council may consider varying the control set out in (a) above depending on the merits of the proposal.	N/A. The proposal is compliant with the maximum building height for buildings in the Oakdale East Estate.	N/A
(c) Where development involves the alteration of ground levels, building height (for the purpose of compliance with this section) will be measured from the post-development finished ground level.	N/A. The proposal does not seek to alter ground levels at the site as approved under the Concept Approval.	N/A
2.3.3. Building Layout and Design		
(a) Industrial and warehouse facades orientated towards the street frontage should (i) be articulated using architectural elements and avoid long expanses of unbroken blank walls; (ii) use a variety of materials and finishes (refer to section 2.3.5) (<i>of the OEE DCP</i>).	The proposed building facades are of high architectural quality, incorporating a variety of material, finishes and articulated elements that break up the long expanses of the building walls.	Appendix 2
(b) Where industrial and warehouse components incorporate commercial office space or showroom areas, building facades should include large windows at least every 20m.	Large windows are incorporated into the building façade in warehouses comprising commercial office space.	
(c) Where possible, loading docks and roller doors should not be visible from a primary street frontage.	Loading docks and roller doors for each warehouse are located away from primary street frontages.	
(d) Above ground water tanks and plant where possible should be located behind the front facade of any development.	All proposed sprinkler tanks are located behind the front façade of each warehouse.	
(e) Rooftop structures such as plant rooms, solar panels, air conditioning and ventilation systems are to be incorporated into the design of the building or located within a well-designed, integrated roof top element.	Solar panels are located on the roof of each proposed warehouse.	
2.3.4. Storage Areas		
(a) Where practical and appropriate, storage areas should be provided within buildings.	Waste storage areas are proposed on the hardstand underneath the awning of each warehouse, adjacent to the on-grade docks. This is acceptable given building orientation and setback to estate roads.	Appendix 2
(b) Where screening of outdoor storage areas is required, the applicant will need to demonstrate consistency with the fencing	The waste storage units will not be highly visible from the estate roads due to their distance from the roadway.	Appendix 2

provisions of section 2.3.8 (of the OEE DCP). Where practical additional landscaping may be provided to ensure visual amenity is preserved.	Positioned underneath the building's awning, this area is further shielded by landscape screening around the perimeter of the site. It is important to note that storage areas will not be visible from public roads as the proposed development is accessed by internal estate roads.	
(c) Where open storage areas are proposed a Development Application may be required to provide suitable technical assessment to support the use. This may include an Air Quality Assessment to manage dust and/or acoustic impacts associated with the use.	An Air Quality Assessment was carried out for the proposed development and based on the anticipated warehousing activities (storage and distribution) at the Site, the potential for offsite air impacts from the operations is concluded to be neutral.	Appendix 13
(d) Open storage areas must not be located on areas designated for parking or truck/vehicle manoeuvring.		
2.3.5. Materials and Finishes		
(a) Building materials and colours used on facades fronting any street shall be compatible with the design of the building and contribute positively to the streetscape.	The proposed building materials and colours are compatible with the design of the warehouses and will contribute positively to the streetscape of the industrial precinct.	Appendix 2
(b) Materials used should achieve a balance between solid surfaces (that may include coloured metal cladding, masonry or brick and render) and vertical walling which contains large areas of glass.	A variety of materials are proposed to be incorporated as part of the development, including coloured metal cladding, blockwork and glazing. This will ensure the proposal provides a suitable balance of surfaces	
(c) Solid surfaces should dominate the overall building facade.	The majority of the solid surfaces of the proposed warehouses are proposed to comprise of solid surfaces, including cladding, blockwork and concrete.	
(d) Where metal cladding is used on walls or roofs, colour selection should avoid those of high reflectivity.	The proposed external design incorporates charcoal and grey metal wall sheet cladding, brickwork, stainless steel mesh for vertical plantings, pre-cast concrete and glazing to ensure the proposed structures are in keeping with the surrounding landscape and adjoining precinct facilitates within the surrounding estate.	
2.3.6. Landscape Design		
(a) Landscaped area is to be provided generally in accordance with the minimum requirements set out in Table 4 (of the OEE DCP).	The proposed landscaped area for Precinct 2 (including basin area and permeable paving area) is 18,708m ² .	Appendix 14

Control	Requirement	Compliance
Old Wallgrove Rd & Southern Link Rd	10m	The proposal does not have a frontage to Old Wallgrove Road. The landscape setback to the southern boundary is 10m
Collector Road	7.5m	N/A. The proposal does not have a frontage to Collector Road.
Local Estate Road	3.75m	Yes. A 3.75m landscape setback is provided for each proposed warehouse from the local estate roads.
Side boundary (internal)	No min requirement	N/A
Rear boundary	2.5m	Yes. The proposal has a rear boundary landscape setback of 10m.

(b) A minimum 10% of the lot should be covered by tree canopy (once mature). This 10% excludes public roads and non-industrial land.

The proposal includes a proposed 8,521 m² of mature tree canopy. This is approx. 5.41% of the lot area.

As shown in the Landscape Plans, there is a retaining wall strapback zone along the eastern and southern boundaries. The strapback zone prevents the provision

	<p>of adequate deep soil planting to accommodate canopy trees. The provision of the retaining wall ensures the protection of the Reedy Creek corridor given the level changes between the OEE and the riparian corridor.</p> <p>Notwithstanding, the site adjoins Reedy Creek riparian corridor to the east which currently hosts dense vegetation that accommodates appropriate screening. Beyond the southern boundary, there is also significant tree canopy coverage which provides a 60m setback between the site and rural residential receivers.</p>	
<p>(c) A landscape plan prepared by a Landscape Architect is to be submitted with all Development Applications involving new developments or major additions and alterations. Landscape plans submitted in accordance with this control should include:</p> <ul style="list-style-type: none"> - Any existing vegetation to be retained or removed; - Planting scheme including trees, shrubs, grasses and ground covers; - Parking and associated access driveways; - Paved and grassed areas; - Boundary fencing to adjoining properties; - Loading/unloading areas; - Any outside storage areas; and - Any open space and any outdoor furniture. 	<p>Historically, most of the land on site has been quarried, therefore there is limited vegetation present. Native vegetation associated with the Reedy Creek riparian corridor has been retained and protected as part of the Concept Approval for OEE. A Landscape Plan has been prepared by Scape Design and submitted as part of this application. The plans detail the planting plans for ground cover, screening, boundary fencing, open spaces, materials and finishes.</p>	
<p>(d) Where a watercourse occurs through or adjacent to the site, a riparian vegetated zone in accordance with section 6.1 (<i>of the OEE DCP</i>) will be required.</p>	<p>Reedy Creek, a riparian corridor, forms part of the eastern boundary of the site.</p> <p>The watercourse has been factored into the design of all plans to minimise any disturbance, including appropriate setbacks to the Reedy Creek corridor are proposed to ensure its protection and preservation.</p>	
<p>(e) Landscaped front setbacks should include canopy trees whose mature height is in scale with the proposed development.</p>	<p>The Landscape Pack prepared by Scape Design includes landscape sections that illustrate the proposed</p>	

	trees with proposed heights in relation to the proposed warehouse units illustrating tree heights	
(f) Tree planting in the form of island planter beds should be provided at a rate of one planter bed per 10 car spaces within car parks to reduce the heat effect and soften the hard surfaces.	There is 1,449 m ² of mature canopy proposed for within the carparking area of the proposed development. This equates to 11.55% cover of the proposed car park. As seen within the landscape drawings, island planters are provided throughout the car parking areas and provides an appropriate amount of planter islands per car park space.	
(g) Screen planting with evergreen shrubs and trees is required to screen car parks, vehicular manoeuvring areas, garbage areas, storage areas from the street frontage.	The proposed development will not be accessed by public road. It is to be accessed by internal estate roads 01 and 02. Furthermore, a mixture of shrubs and trees is proposed as part of screen planting around the perimeter of the site.	
(h) Outdoor recreation areas for staff should be integrated into landscaped areas, where possible, to provide shade and an appropriate level of amenity and comfort.	As part of the landscape proposal, outdoor 'breakout' spaces are proposed for staff and visitors. These areas will provide high quality landscaped spaces that include footpaths, seating areas and a mix of vegetation with tree cover. All 'breakout' spaces are provided in close proximity to each office component.	
(i) Indigenous species from the area are encouraged for all landscape plantings, however non-native species may be considered in limited use to external courtyard areas to achieve seasonal climate management.	A planting schedule prepared by Scape Design outlines the planting typologies included for landscape treatment, this includes both native and non-native species.	
(j) Non-native species listed as biosecurity matters under the Biosecurity Act must not be used. Appendix F of the Fairfield City Wide DCP 2013 is to be used to determine appropriate non-native species plantings.	A Biosecurity Management Plan to manage weeds and other biosecurity risks (pathogens, disease, exotic fauna) was submitted and approved under the concept development SSD-77020757.	Appendix 17
2.3.7. Cut and Fill		
(a) Excavation and fill in excess of 1 metre may be permitted to allow for the establishment of a level construction pad providing the excavations are adequately retained and drained in accordance with engineering requirements.	Bulk earthworks within Precinct 2 will be carried out as part of the estate-wide infrastructure works approved under S4.55 MOD No. DA 347.3/2021. These works will involve excavation to depths of up to 30 metres below	Appendix 6 Appendix 7

	natural ground level, leading to the construction of benched pads in preparation for the approved works under SSD-77020757.	
(b) Cut and fill batters shall not: (i) exceed a slope of 1:4 (v:h) unless geotechnical reports result in the consent authority being satisfied with the site stability. All batters are to be provided with both short term and long term stabilization to prevent soil erosion. (ii) extend onto Council's road reserve.	The Contractor shall implement and maintain appropriate erosion and sediment controls throughout all phases of the work. Erosion and sediment control plan and details are outlined within the Civil Engineering Report and Drawings prepared by Arcadis.	Appendix 6 Appendix 7
(c) Retaining walls in excess of 3 metres and likely to be visible from adjacent land, such as those along street edges or external boundaries, should be in a stepped form with landscaped areas in between level changes to soften the visual impact of the retaining wall.	Retaining walls are proposed along the northern boundary of warehouse 2A-1, along the northern boundary of warehouse 2B-1 at the entry driveway and carpark and along the inter allotment boundary between the 2A and 2B pads. Retaining walls are to be constructed under SSD-37486043 at the southern and eastern boundaries of Precinct 2. The proposal includes vegetative screening, strapback zoning of landscaping and swales that visually soften the impact from retaining wall.	Appendix 6 Appendix 7 Appendix 14
(d) Where fill material is required to be imported to the site, all material is required to be Excavated Natural Material (ENM).	Given bulk earthworks levels were approved under DA 347.1/2021, no material is required to be imported to the site.	Appendix 6 Appendix 7
(e) Where fill material is proposed to be reused on site, material must first be validated by a suitably qualified contamination consultant as clean.		
(f) Development Applications involving cut and fill must be accompanied by detailed survey of the site prepared by a registered surveyor combined with detailed cut and fill plans including quantities of material required to create an appropriate construction pad.		
(g) Applications for bulk earthworks shall be accompanied by detailed Geotechnical investigations to include: (i) subsurface conditions, including the location of the base of the existing stockpiles, where possible; (ii) site reactivity and its effects on earthworks and foundations;	Bulk earthwork plans for cut and fill within the proposal are outlined within the engineering report and drawings prepared by Arcadis, noting bulk earthworks were approved under DA 347.1/2021. Under the engineering report the following assumptions have been made:	Appendix 6 Appendix 7

<ul style="list-style-type: none"> (iii) excavatability, with particular reference to deep cuttings; (iv) groundwater flow, soil erosion and soil permeability, and their effects on site drainage; (v) foundation design; and (vi) pavement thickness design. 	<ul style="list-style-type: none"> • <i>Bulk earthworks levels are set down 300mm below FFL</i> • <i>All state-wide bulk earthworks within Precinct 2 have been completed.</i> • <i>No allowance for footings, stormwater excavation or below ground services</i> • <i>Volumes do not account for the following:</i> <ul style="list-style-type: none"> - <i>Bulking factors</i> - <i>Select materials for landscaping</i> - <i>Retaining wall backfill - Erosion and sediment control measures (e.g., catch drains, sediment basins)</i> - <i>Rainwater tanks and stormwater reuse tanks</i> - <i>Utilities trenching</i> 	
2.3.8. Fencing		
<p>(a) Fencing along street frontages should provide open style fencing, which does not obstruct views of landscaping from the street or reduce visibility.</p>	<p>Landscape Plans prepared by Scape Design accompanies this EIS. This proposes open style fencing to integrate with the estate character and will be consistent with the remainder of the estate.</p> <p>Front boundary palisade fencing is to be consistent with existing approvals under the Stage 2 works of SSD 37486043 within Precinct 3 of the Estate.</p>	<p>Appendix 14</p>
<p>(b) The maximum height of a front boundary fencing is 1.8 metres.</p>		
<p>(c) Where enhanced safety and security is required for development, the maximum height of front boundary fencing may be increased to a maximum of 2.4 metres.</p>		
<p>(d) Palisade fencing is encouraged.</p>		
<p>(e) Solid fences above 1 metre in height are not permitted along street frontages.</p>		
2.3.9. Signage and Estate Identification		
<p>(a) Building identification signage is to be considered on a case by case basis in the context of the building design and scale of the facade.</p>	<p>The proposed signage plan is included within the Architectural Plans prepared by SBA Architects. The signage plan has been designed to assist in wayfinding at the site and for business identification.</p> <p>All proposed this will be consistent with the remainder of the estate.</p>	<p>Appendix 2</p>
<p>(b) Building identification signage should have a maximum advertising area of up to 0.5 square metres for every metre of lineal street frontage.</p>		
<p>(c) Sky signs and other roof signs that project vertically above the roof of a building are not permitted.</p>		

- (d) Flat mounted wall signs for business identification signage are to be no higher than 15 metres above existing ground level.
- (e) Where illuminated signage is proposed,
 - (i) a maximum of one illuminated sign is permitted on each elevation of each building, and
 - (ii) should be orientated away from residential properties.
- (f) In the case of Estate Signage involving multiple occupancies of a building or site:
 - (i) Each development should have a single directory board listing each occupant of the building or site; and
 - (ii) Where possible, multiple tenancies in the same building should use consistent sign size, location and design to avoid visual clutter and promote business identification
- (g) Signage is to be installed and secured in accordance with relevant Australian Standards.
- (h) Signage in the form of banners, flags and other fabric signs are not permitted.
- (i) Other forms of signage not provided for in this section, may be permitted and is subject to an assessment of merit.

2.3.10. Lighting

- (a) Street lighting within new subdivisions is to be designed to the principles and guidelines of the Public Lighting Standard "Lighting for Roads and Public Spaces" AS 1158 and a Crime Risk Assessment.
- (b) Lighting provided on private land should:
 - (i) have fully shielded fittings to reduce light spill onto adjoining properties; and
 - (ii) be generally in accordance with Australian Standard 4282 Control of the Obtrusive Effects of Outdoor Lighting.
- (c) External lighting shall be positioned to avoid light spillage to adjoining residential properties. In this regard, Council may require additional information such as Light Spill diagrams where it considers there is potential for negative impacts on residential amenity from any proposed development.

The Sustainability Management Plan outlines the appropriate use of lighting throughout the site for optimal energy efficiency.

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2.3.11. Transmission Lines

(a) Land identified as being for the purpose of a transmission line, shall not be permitted to be utilised for the following purposes unless expressly authorised by the relevant energy authority:

- (i) Construction of permanent buildings or fixed plant and equipment,
- (ii) Storage of combustible materials, garbage or fallen timber,
- (iii) The planting of large trees that grow in excess of three metres,
- (iv) Driven fence posts or stakes in easements with underground electricity cables, or
- (v) Installation of unapproved third party utilities such as telecommunications, gas, water or sewerage service.

N/A

N/A

(b) All development applications involving land burdened by an easement for the purpose of transmissions lines shall ensure comprehensive consultation be undertaken with the relevant energy authority prior to development application lodgement.

2.4 Industrial/Residential Interface

(a) Loading areas, driveways, rubbish, storage areas and roof top equipment shall, where possible, not be located adjacent to residential properties.

There are no residential properties located adjacent to the proposed development. Buildings have been oriented to face inwards (i.e. to the west and north) so as to limit any potential impacts to rural residential receivers to the south-east.

Appendix 2

(b) New buildings or additions to existing buildings shall not unnecessarily overshadow adjoining residential development including private open space. In this regard, Council may require the submission of shadow diagrams where it considers the proposed development may create the potential for overshadowing.

There are no residential properties located adjacent to the proposed development. Therefore, there will be no overshadowing of residential properties as a result of the proposed development.

3. Transport, Access and Parking

3.1 Roads and Traffic

(a) Primary access to the Oakdale East Estate shall be provided by the intersection of Old Wallgrove Road & Estate Road 1. Prior to

The primary point of access to OEE is off Old Wallgrove Road and furthermore, access to Precinct 2 is provided from Estate Road 1 and Estate Road 2.

Appendix 2
Appendix 15

the completion of the Southern Link Road, this intersection will provide for all movements to and from the Estate.		
(b) Further to the completion of the Southern Link Road, the intersection of Old Wallgrove Road & Estate Road 1 shall be restricted to provide for left in / left out only movements at Estate Road 1.	Road network is to be in accordance with that approved under Concept Approval SSD-37486043.	
(c) The layout of the road network for the site is to generally accord with the Indicative Access Plan and Indicative Future Movement Corridor (to be determined/approved pursuant to future approval as shown in Figure 5 <i>(of the OEE DCP)</i>).		
(d) A construction traffic management plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control shall be submitted to and approved by Council's co-ordinator (traffic and transport), prior to the issue of a construction certificate.	A Preliminary Construction Traffic Management Plan has been included within the Traffic Report prepared by Ason Group and accompanies this report. Within this report mitigation measures and vehicular management principles are included for the anticipated construction traffic generated by the proposal.	
(e) Road design and hierarchy in accordance with Table 5 and Figures 6 and 7 <i>(of the OEE DCP)</i> .	Road network and design is to be in accordance with that approved under Concept Approval SSD-37486043.	
(f) All vehicles must be able to enter and exit the site in a forward direction.	A swept path analysis prepared by Ason Group is included within the Traffic Report which demonstrates that all vehicles can enter and exit site in a forward direction. Entry and exit points to the site are provided at Estate Road 01 to the west and Estate Road 02 to the north. These access points allow vehicles to drive through the site. In addition to this, there is sufficient turning space for vehicles within the site.	
(g) Intersections must be provided with splay corners measuring a minimum of 6m x 6m.	N/A	N/A
(h) New Estate Roads are to provide a turning circle at its eastern end to facilitate turning vehicles within the Estate area until such time as additional access is provided to Old Wallgrove Road.		

(i) All estate roads are to be designed in accordance with Austroads guidelines, to accommodate the maximum sized vehicles (B-double trucks).		
(j) Lot access points, internal driveways, service and circulation areas must be designed in accordance with the relevant Australian Standards, most notably AS2890.1 Parking Facilities – Off Street Car Parking and AS2890.2 Parking Facilities – Off Street Commercial Vehicle Facilities.	The proposed development is in accordance with relevant Australian Standards	Appendix 15
(k) Future access provisions are to be considered in detail during Development Application stages.		
(m) Council may require the preparation and submission of: (i) a Traffic Impact Assessment to determine trip generation and impacts from the proposed development during construction and/or operation. The Traffic Impact Assessment shall consider the operation of the broader local road network, with the scope of analysis to be determined further to consultation with, and to the satisfaction of, Roads and Maritime Services; (ii) a swept path analysis demonstrating all vehicles are capable of entering and exiting a site in a forward direction; (iii) a Construction Traffic Management Plan to manage the impacts of construction traffic.	<p>A Traffic Assessment has been carried out by Ason Group as part of the Traffic Statement accompanying this application. The traffic impacts of the proposed Precinct 2 development are negligible compared to the previous MOD 2 approval and is not expected to result in any material impact on the surrounding road network.</p> <p>A swept path analysis prepared by Ason Group is included within the Traffic Report which demonstrates that all vehicles can enter and exit site in a forward direction.</p> <p>A Preliminary Construction Traffic Management Plan has been included within the Traffic Report prepared by Ason Group and accompanies this report. Within this report mitigation measures and vehicular management principles are included for the anticipated construction traffic generated by the proposal.</p>	Appendix 15
3.2 Loading		
(a) Loading and unloading areas shall be appropriately screened from public view.	The loading and unloading areas for each proposed warehouse are located off the primary street frontage and will be adequately screened by landscaping.	Appendix 2 Appendix 15
(b) All loading and unloading is to be undertaken on-site and shall be serviced by vehicles.	All loading and unloading is proposed to be undertaken on-site and will be serviced by vehicles.	

(c) Loading bays are to be designed in accordance with the relevant Australian Standards, such as AS2890.2 Parking Facilities – Off Street Commercial Vehicle Facilities.

All proposed loading bays are designed in accordance with the relevant Australian Standards.

3.3 Pedestrian and Cycling

(a) Applicants are encouraged to incorporate, in the design of their buildings, safe storage/parking areas for bicycles in secure and accessible locations with weather protection, with adequate shower and change facilities provided for staff (where appropriate).

Bike parking is proposed at the entry of each warehouse, along with shower and change facilities.

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(b) Footpaths are to be provided as set out in Table 5 of section 3.1 (of the OEE DCP).

Footpaths have been provided in accordance with Concept Approval

3.4 Car Parking

(a) Car parking to be provided in accordance with the rates set out in Table 6 and controls 3.4 (b)-(i) (of the OEE DCP).

Warehouse parking rate = 1 per 300m²
Office parking rate = 1 per 40m²

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Warehouse	Required spaces	Proposed spaces
2A-1	106	112
2A-2	136	152
2B-1	62	62
2B-2	60	61

(b) 1 accessible parking space is to be provided for every 100 car parking spaces required by Table 6 above.

Warehouse	Required accessible spaces	Proposed accessible spaces
2A-1	2	2
2A-2	2	2
2B-1	1	1
2B-2	1	1

(c) A minimum of 5% of car parking spaces are to be electric vehicle charging stations.

Warehouse	Required EV charging stations	Proposed EV charging stations
2A-1	5.6	6
2A-2	7.6	8
2B-1	3.1	4
2B-2	3.05	4

(d) Parking calculations should be rounded up. Where there is more than one use on a site or within a development each type is to be calculated separately and rounded up separately.	Noted. Calculations are rounded up.	
(e) All parking areas must provide for disabled parking in accordance with the provisions of the Building Code of Australia (BCA) and the relevant Australian Standards.	All proposed parking areas provides for disabled parking in accordance with the provisions of the BCA and the relevant Australian Standards.	
(f) Underground or basement level parking is not permitted.	No underground or basement level parking is proposed as part of this application.	
(g) The use of stack parking is not permitted.	Stack parking is not proposed as part of this application.	
(h) The number of on-site truck parking spaces provided should be on the basis of 1 space for each vehicle present at any one time, excluding those vehicles in loading docks. Under no circumstances is the parking of trucks on public streets acceptable.	Noted provision of truck parking is expectable.	
(i) All parking areas and access roadways must be provided with a drainage system comprising surface inlet pits. Details of pipe sizes (with calculations) and drainage layouts (including discharge points) must be submitted with future Development Applications.	Details on Drainage are provided within the accompanying civil engineering report and drawings.	Appendix 6 Appendix 7
3.5 Public Transport		
(a) Bus stop locations should be provided in close proximity to the intersection(s) of Old Wallgrove Road and planned Estate Roads to reduce walking distances.	The Transport Statement prepared by Ason Group highlights the action strategies for the new development which proposes and recommends improvements to the existing bus stops along Old Wallgrove Road Road / Lenore Drive to TfNSW. This is subject to the discretion of the TfNSW prior opening the development.	Appendix 15
(b) Bus stops should be designed to provide suitable shelter and seating.		
(c) Consideration is to be given to implementation of a Workplace Travel Plan to encourage non-car transport and increase public transport usage. This is to be done at such a time that the necessary infrastructure is in place for the Workplace Travel Plan to be successful (i.e. public transport links are improved to the broader area).		
4. Stormwater and Flooding		
4.1 Flood Management		
(a) Where development occurs on land identified in the flood maps contained on Council's website as being flood affected, a proposal will be required to consider the relevant controls contained within	The site is identified as being flood affected on Council's flood maps.	Appendix 18

the Fairfield City Council Development Control Plan, Chapter 11 <i>Flood Risk Management Controls</i> and Schedule 6.	It is to be noted that flooding has been assessed under the previous SSD application for the site under the same levels. This is provided within the Flood Assessment Report at Appendix 18.	
(b) For land where the flood risk is unknown and alteration of existing ground level may result in, an increased potential for flood risk, a proposal must be accompanied by an appropriate engineering statement to determine the extent of the risk and provide guidance as to an appropriate management response. For mainstream flooding, refer to Council's latest flood model through the Developer Agreement Process. For overland flooding, the development should be modelled by a suitably qualified engineering consultant.	N/A. The site is identified as flood prone land.	
(c) Ensure that any on-site detention systems have sufficient capacity to retain stormwater in accordance with the provisions for Chapter 4 of Fairfield City Council's Stormwater Management Policy – September 2017.	All stormwater drainage infrastructure to be constructed in accordance with relevant Fairfield City Council standards. Stormwater design criteria are outlined within Civil Engineers Report and Drawings. (Appendix 6 & 7)	Appendix 6 Appendix 7
(d) Provide a stormwater management and maintenance plan for stormwater management systems at DA lodgement providing a description of the infrastructure, responsibility for ongoing management and maintenance, expected timings of maintenance checks, and funding arrangements.	Details of stormwater management and maintenance is contained within the Civil Engineering Plans and Report and will connect to existing infrastructure approved under SSD-37486043.	Appendix 6 Appendix 7
4.2 Stormwater Drainage Management		
(a) Stormwater management systems shall be designed and constructed in accordance with the provisions of Fairfield City Council Stormwater Management Policy – September 2017.	All stormwater drainage infrastructure to be constructed in accordance with relevant Fairfield City Council standards. Stormwater design criteria are outlined within Civil Engineers Report and Drawings (Appendix 6 & 7)	Appendix 6 Appendix 7
(b) Where Onsite Detention (OSD) is required or proposed, applicants should demonstrate consistency with the provisions of the Fairfield City Council Chapter 4 of the Stormwater Management Policy – September 2017. Any OSD should be designed with sufficient stormwater capacity as to perform in accordance with the	On-site detention has been provided as part of the Stage 2 works and no on-lot detention basins are required to meet Council's requirements.	Appendix 6 Appendix 7

performance criteria identified in Council's Stormwater Management Policy 2017.	The proposed Precinct 2 stormwater drainage has been designed to align with the assumptions made in the Stage 2 design. Stormwater discharge from Precinct 2 will be directed to Basin C which has a storage volume of 25,000m ³ .	
<p>(c) In general, where OSD is required the following standards may be applied;</p> <ul style="list-style-type: none"> (i) OSD to mitigate post development flows to pre-developed flows for peak Average Recurrence Interval (ARI) events. (ii) OSD to restrict the peak discharge from the site for 100 year 9-hour storm even to 140/1/s/ha. (iii) OSD to restrict the peak discharge from the site to the pre-developed site discharge for the 5, 15, 30, 60, 90, 120 and 540-minute duration storms for the 5 and 100-year ARIs for the total site. 		
(d) Provide a management and maintenance plan for stormwater management systems at DA lodgement providing a description of the infrastructure, agency responsibility for ongoing management and maintenance, expected timing of maintenance checks, and funding obligations for repairs.	Details of stormwater management and maintenance is contained within the civil engineers pack and will form part of that approved under Concept Approval SSD-37486043	Appendix 6 Appendix 7
4.3 Stormwater Quality Management		
<p>(a) All development applications for first builds, subdivision or substantial alterations or additions involving ground disturbance works or an increase in impervious surface shall be accompanied by a suitable stormwater quality assessment that demonstrates consistency with the following Stormwater Quality Improvement Targets for Industrial Developments:</p> <ul style="list-style-type: none"> (i) 85% Total Suspended Solids (TSS) (ii) 55% Total Phosphorus (TP) (iii) 40% Total Nitrogen (TN) (iv) 90% Gross Pollutants (GP) <p>A Water Sensitive Urban Design Strategy Report will be required detailing the stormwater quality control measures and how these measures will be implemented as part of the development and should include details of MUSIC modelling prepared to reflect how the improvement targets are met.</p>	There is no subdivision proposed as part of this proposal. Details of stormwater quality management is contained within the civil engineers pack	Appendix 6 Appendix 7

<p>(b) Erosion and sediment control plans are required to accompany all Development Applications involving subdivision or construction works. Plans are to be prepared in accordance with <i>Managing Urban Stormwater – Soils and Construction 2004</i>.</p>	<p>Details of the erosion and sediment control plan are outlined within the Engineers Civil Report and drawings prepared by Arcadis.</p>	<p>Appendix 6 Appendix 7</p>
<p>(c) Any matters relating to the management of potential salinity set out in section 6.8 (<i>of the OEE DCP</i>) must be addressed.</p>		
<p>(d) Implement measures to collect, treat and manage any seepage waters from basement or underground car parking areas in order to prevent pollution of waters INSW should also be consulted in relation to work being undertaken on the South Creek Corridor Plan to help understand relationships with this area and current work and strategies that could help shape the DCP provisions.</p>		
<p>5. Infrastructure and Services</p>		
<p>(a) The developer shall liaise with relevant service providers, as set out in Table 7 (<i>of the OEE DCP</i>), and confirm the suitability of the indicative layout plan provided in Appendix A (<i>of the OEE DCP</i>).</p>	<p>Utility providers were consulted during assessment of concept approval. All correspondence from providers was addressed during the approval.</p>	<p>Appendix 6 Appendix 7</p>
<p>(b) The developer shall submit sufficient evidence at subdivision stage to demonstrate that satisfactory arrangements have been made to ensure the delivery and construction utilities and services connections.</p>	<p>The civil engineers report will address how the development will connect to services.</p>	
<p>(b) The developer shall submit sufficient evidence at subdivision stage to demonstrate that satisfactory arrangements have been made to ensure the delivery and construction utilities and services connections.</p>	<p>Required public utility infrastructure is addressed in the accompanying Civil Engineering Plans and Civil Engineering Report (Appendix 6 and Appendix 7).</p>	<p>Appendix 6 Appendix 7</p>
<p>(c) All utilities are to be accommodated in the road reserve. The design of the estate roads will need to take this into consideration.</p>	<p>Utility providers were consulted during assessment of concept approval. All correspondence from providers was addressed during the approval.</p> <p>The civil engineers report will address how the development will connect to services.</p>	<p>Appendix 6 Appendix 7</p>
<p>(d) Developers will be required to fund and construct necessary utilities to and throughout the DCP area. Where necessary to enable the development, the developer is also responsible for the amplification of existing utilises and services to ensure there is adequate capacity.</p>		
<p>(e) Future Development Applications will be required to demonstrate that satisfactory arrangements have been made with the relevant utility nominated in Table 7 (<i>of the OEE DCP</i>).</p>		

<p>(f) Applicants are required to demonstrate consistency with any other matters required by this DCP including, but not limited, section 6.9 Bushfire Risk (<i>of the OEE DCP</i>).</p>	<p>A Bushfire Hazard Assessment prepared by Blackash Bushfire Consulting accompanies this report at Appendix 12. This report outlines recommendations to ensure the proposed new warehouses are compliant with Planning for Bush Fire Protection 2019.</p>	<p>Appendix 12</p>
<p>6. Environmental Management</p>		
<p>6.1 Biodiversity and Riparian Land</p>		
<p>(a) Clearing of any native vegetation within the DCP area automatically triggers entry into the NSW Biodiversity Offsets Scheme (BOS) and requires the application of the Biodiversity Assessment Methodology (BAM) to assess the impacts of a proposal on biodiversity.</p>	<p>A Biodiversity Development Assessment Report (BDAR) was prepared by Ecologique and submitted with the original Concept approval under SSD 37486043. The BDAR also accompanies this EIS which details vegetation clearing and offsets as approved under SSD 37486043.</p>	<p>Appendix 17</p>
<p>(b) A Biodiversity Development Assessment Report (BDAR) must be prepared that describes how the development has avoided or minimised environmental impacts and the results of the BAM assessment and calculations.</p>		
<p>(c) Any unavoidable impacts on biodiversity from development shall be offset through the retirement of a credit obligation as calculated by the BAM. The results under the NSW Biodiversity Offset Scheme (BOS).</p>		
<p>(d) Any future development on waterfront land as defined by the Water Management Act 2000 (WM Act) must consider the Natural Resource Access Regulator (NRAR) 'guidelines for controlled activities on waterfront land -Riparian-corridors' (2018). Waterfront land within the DCP area is shown in Appendix C (<i>of the OEE DCP</i>).</p>	<p>Development within Precinct 2 is partially located on waterfront land. Impacts on waterfront land within Precinct 2 were referred to DPE Water via the approved DA/347.1/2021 (by Fairfield Council) and under SSD 37486043.</p>	<p>N/A</p>
<p>(e) Council may require Development Applications proposing the removal or substantial pruning of trees to be supported by an Arboriculture Report prepared by an arborist with a minimum AQF Level 5.</p>	<p>Given historic use as quarry there are no existing trees on site and ecological sensitivity is low. Any additional tree removal was addressed and approved under SSD 37486043.</p>	<p>N/A</p>
<p>(f) Prior to any development works, including subdivision works, being undertaken within the DCP area those areas identified in Figure 8 (<i>of the OEE DCP</i>) as being of high ecological sensitivity should be fenced to prevent damage associated with the storage of</p>		

materials or uncontrolled and unauthorised dumping of waste materials.		
(g) A Fauna sensitive lighting plan shall be submitted for future development stages in the DCP works area which will consider light and noise spill into the Riparian area of Reedy Creek. The plan must follow the National Light Pollution Guidelines for Wildlife (awe.gov.au).	Given the proposed orientation of the buildings on site, there is low risk of light and noise spill into the Riparian area.	Appendix 2
(h) A vegetation management plan shall be provided to Council in relation to any future DA and associated BDAR, for the Reedy Creek corridor and is to be provided to Council's satisfaction addressing the following matters: <ul style="list-style-type: none"> a. Subsequent amendments to the VMP will be required for future development stages in the DCP area. b. On-going habitat management, weed management, and native flora plantings. c. A qualified and experienced ecologist detailing management methods, timeframes and outcomes, including Key Performance Indicators, to undertake the VMP. d. Any revegetation of woodland/ riparian area is to be planted with appropriate species, with local provenance using appropriate species from vegetation communities identified by an ecologist. e. Compliance with Vegetation Management Plan – maintenance. All Vegetation Management Plan works shall be maintained throughout the demolition, construction and operational phase of the development in accordance with the approved plan and conditions to ensure restoration of environmental amenity 	A Vegetation Management Plan is contained within the BDAR (Appendix 17) prepared by Ecologique which was submitted with and approved under the Concept approval for the OEE (SSD 37486043). It is noted there is no existing vegetation within Precinct 2 and therefore no associated management required.	Appendix 17
(i) A biosecurity management plan covering the extent of works is to be provided to Council for assessment and approval prior to the issue of a Construction Certificate.	A Biosecurity Management Plan is contained within the BDAR (Appendix 17) prepared by Ecologique which was submitted with and approved under the Concept approval for the OEE (SSD 37486043).	Appendix 17

6.2 Heritage Conservation

6.2.1. General Provisions

<p>(a) All applications involving subdivision or construction works that require interference with existing ground levels within an area of sensitivity as indicated in Figure 9 (<i>of the OEE DCP</i>) must prepare a construction management plan (CMP) that includes an unexpected finds protocol. The protocol must include the following methods to manage:</p> <ul style="list-style-type: none"> (i) unexpected Aboriginal objects or potential objects that remain protected by the <i>National Parks and Wildlife Act 1974</i> that may be uncovered in the course of future activities. This should include the immediate cessation of works and a qualified archaeologist being contacted to assess the find and the Office of Environment and Heritage (OEH) and Deerubbin LALC must be notified. (ii) unexpected Non-aboriginal objects or potential objects that remain protected by the <i>Heritage Act 1977</i> that may be uncovered in the course of future activities. This should include the immediate cessation of works and a qualified archaeologist being contacted to assess the find and the Office of Environment and Heritage (OEH) being notified (iii) human remains, or suspected human remains, that may be found in the course of the activity. Methods of management should include cessation of all work in the vicinity of the remains, the site being secured, and notification of the NSW Police and OEH. 	<p>The ACHAR recommends that if changes were to be made to the proposed development that may impact the area assessed by ACHAR, further investigation in the form of test excavation may be required to be undertaken.</p> <p>The report also recommends that under the unexpected finds policy, in the case of unexpected Aboriginal objects or potential objects are uncovered during works then all works in the vicinity should cease immediately and relevant qualified professionals to be contacted and further mitigation measures may be enforced.</p> <p>Where human remains, or suspected remains are uncovered during the course of activity, all work must cease, and NSW Police and Heritage NSW should be contacted</p>	<p>Appendix 16</p>
<p>(b) The requirement to prepare a CMP for applications described in (a) above may be a condition of consent.</p>	<p>A CMP is to be prepared post-approval specific to the development of Precinct 2.</p>	<p>N/A</p>
<p>6.2.2. Aboriginal Archaeology</p>		
<p>(a) Development Applications on land identified in an area of potential archaeological sensitivity, including OE AS1, as shown in Figure 9 (<i>of the OEE DCP</i>), for subdivision works or first builds involving land disturbance must submit an Aboriginal archaeological survey prepared in accordance with the <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales</i> (Code of Practice) (Department of Environment, Climate Change & Water [DECCW] 2010a).</p>	<p>Given the area in which OE AS1 is located will not be impacted by the planned development, the findings of the ACHAR, recommended that no further archaeological assessment was required. The ACHAR also recommends that if changes were to be made to the proposed development that may impact the area assessed by ACHAR, further investigation in the form of test excavation may be required to be undertaken.</p>	<p>Appendix 16</p>

<p>(b) Where identified by an Archaeological Survey Report (required by (a) above) Development Applications should be supported by an Aboriginal Cultural Heritage Assessment Report.</p>	<p>The Aboriginal Cultural Heritage Assessment Report (ACHAR) at Appendix 16 draws upon previous studies undertaken by Artefact for the OEE under SSD 37486043, including Precinct 2.</p>	
<p>(c) Any works within an area that that may harm Aboriginal objects should apply for consent in the form of an Aboriginal Heritage Impact issued by Heritage NSW, Department of Premier Cabinet (DPC).</p>	<p>The ACHAR found there were no sites listed on the Aboriginal Heritage Information Management System (AHIMS) located within the study area and therefore, no Aboriginal heritage sites within the boundary of the Precinct 2 or the overall OEE.</p>	
<p>(d) Consultation with the local Aboriginal Land Council must be undertaken to establish whether Aboriginal archaeological sites, PADs or values are present within the study area. Further archaeological assessment such as test excavation may be required. Test excavation should be undertaken in accordance with the <i>Guide to investigating, assessing and reporting of Aboriginal cultural heritage in NSW</i> (Office of Environment and Heritage 2011) and the <i>Aboriginal cultural heritage consultation requirements for proponents 2010</i> prepared by DEECW.</p>	<p>The only Aboriginal artefacts documented within the OEE, known as OE AS1, were located along the south-eastern boundary of the site, within the subject site of Precinct 2.</p> <p>The area in which OE AS1 is located will not be impacted by the planned development. Given the findings of the ACHAR, it was recommended that no further archaeological assessment was required.</p>	
<p>6.2.3. Non-Aboriginal Heritage and Archaeology</p>		
<p>(a) Development Applications for first builds involving subdivision works or physical disturbance to the existing ground levels, as at the time of this DCP being prepared (excluding stockpiles), are to be accompanied by an historical archaeological assessment undertaken in accordance with the following:</p> <ul style="list-style-type: none"> • The Burra Charter (Australia ICOMOS 2013); • Assessing heritage significance (NSW Heritage Office 2001); and • Assessing significance for historical archaeological sites and 'relics' (Heritage Branch 2009). 	<p>Heritage for the entire site was addressed under SSD 37486043. Given the site has been exposed to earthmoving, no further investigation is required. There are no identified heritage items within the site or in the locality.</p>	<p>N/A</p>
<p>(b) Where an archaeological assessment identifies an item of non-aboriginal heritage, the applicant must prepare and submit a</p>		

Statement of Heritage Impact as part of the Development Application.																						
6.3 Ecologically Sustainable Development																						
<p>(a) Applications for new development or substantial alterations and additions shall be accompanied by water conservation measures in accordance with <i>Section 5 Water Conservation</i> of the Fairfield City Council, Stormwater Management Policy, September 2017</p> <p>(b) Water conservation measures provided for developments referred to in (a) above may include:</p> <ul style="list-style-type: none"> (i) the roof area of the development being drained to a tank to meet part of the water use demand of that development, and (ii) 50 per cent of water use demand for irrigation of landscaped areas and toilet flushing to, where possible, being supplied from sources other than potable mains 	<p>The site has been subject of thorough ecological assessment under the approved SSD 37486043.</p> <p>Water conservation measures are provided under the Sustainability Management Plan accompanying this EIS (Appendix 21)</p>	Appendix 21																				
<p>(c) Applications are to demonstrate consistency with section 6.1 Biodiversity (<i>of the OEE DCP</i>) and section 2.3.6 Landscape Design (<i>of the OEE DCP</i>), to encourage the capture and retention of carbon dioxide.</p>	<p>A Biodiversity Development Assessment Report (BDAR) was submitted and approved as part of the OEE Concept application.</p>	Appendix 17																				
<p>(d) New developments are to incorporate measures that encourage employees to utilise alternative modes of transport - refer to sections 3.2 and 3.4 (<i>of the OEE DCP</i>).</p>	<p>As part of this proposed development bicycle parking has been provided in accordance with the OEE DCP. Bicycle parking is calculated based on a percentage of estimated staff numbers which has been undertaken as follows:</p> <table border="1" data-bbox="1070 1034 1733 1273"> <thead> <tr> <th>Warehouse</th> <th>Estimated staff</th> <th>Bicycle parking requirement</th> <th>Proposed bicycle parking</th> </tr> </thead> <tbody> <tr> <td>2A-1</td> <td>222</td> <td>18-33</td> <td>18</td> </tr> <tr> <td>2A-2</td> <td>304</td> <td>24-46</td> <td>24</td> </tr> <tr> <td>2B-1</td> <td>126</td> <td>10-19</td> <td>10</td> </tr> <tr> <td>2B-2</td> <td>122</td> <td>10-18</td> <td>10</td> </tr> </tbody> </table>	Warehouse	Estimated staff	Bicycle parking requirement	Proposed bicycle parking	2A-1	222	18-33	18	2A-2	304	24-46	24	2B-1	126	10-19	10	2B-2	122	10-18	10	Section 6.6.4
Warehouse	Estimated staff	Bicycle parking requirement	Proposed bicycle parking																			
2A-1	222	18-33	18																			
2A-2	304	24-46	24																			
2B-1	126	10-19	10																			
2B-2	122	10-18	10																			

	In accordance with the above bicycle parking provisions, End of Trip (EoT) facilities have also been integrated into the office component of each tenancy. This includes separate change rooms for males and females, between 7 to 8 showers depending on size of tenancy, and associated lockers.	
(e) New developments and significant alterations and additions should be sited and design to enhance passive solar heating and cooling opportunities and optimise natural light and ventilation.	The SMP (Appendix 21) prepared by SLR outlines measures and opportunities for optimizing natural light and ventilation throughout the design of the proposed development	Appendix 21
6.4 Noise and Vibration		
(a) An acoustic assessment prepared by a suitably qualified acoustic consultant must be submitted with any Development Application for the construction of a new industrial building, or any major modifications to an existing industrial development, that could give rise to concerns regarding potential acoustic impacts. The assessment is to be prepared with consideration of the relevant guideline documents, including the <i>Noise Policy for Industry</i> (2017), the <i>NSW Road Noise Policy</i> and the <i>Interim Construction Noise Guidelines</i> , or any subsequent revisions. The acoustic assessment should specifically identify: <ul style="list-style-type: none"> – Noise emission goals for the site (including sleep disturbance) and demonstrate compliance. – Proposed numbers of vehicles movements associated with the use, and consider impacts associated with road traffic noise. – Any noise generating activities to be conducted onsite (such as mechanical plant and equipment) and activities in external areas (such as use of forklifts, truck washes or similar). – Recommended noise attenuation and management methods. 	<p>A Noise Impact Assessment (NIA) has been prepared by RWDI and is submitted as part of this development application.</p> <p>The NIA has been prepared in consideration with the guideline documents and addresses the relevant requirements.</p>	Appendix 20
(b) For new industrial developments, the siting and design of buildings should take into account the location of sensitive receivers	Rural residential zones are located to the east and south of the site. Each building is proposed to have a ridge	Appendix 2

(i.e. residential properties) and, where possible, adopt a site configuration that aims to baffle potential noise generating activities, such as external loading and unloading, forklift movements and the like.	height of 14.6m to ensure a sympathetic built form outcome to these residential zones which will be further screened by proposed landscaping.	Appendix 20
(c) Operating hours outside of the following hours: <ul style="list-style-type: none"> 7.00am and 6.00pm Monday to Friday 7.00am and 12.00pm on Saturday No operations on Sunday must be supported by an acoustic assessment confirming proposed operations meet the relevant criteria.	The Noise Assessment confirms the proposal is capable of compliance with noise criteria for the whole estate.	Appendix 20
6.5 Air Quality and Odour		
(a) A Development Application seeking approval for the construction of a new building, major alterations and additions to an existing building and/or the occupation of an existing building may be required to be accompanied by an assessment of the potential impacts of the development on air quality and odour in the region.	An Air Quality Impact Assessment has been prepared by SLR Consulting Australia and is included at Appendix 13 of the SEE. The Air Quality Impact Assessment provides an assessment of the development on air quality and odour in the region.	Appendix 13
(b) All development should be designed to avoid, minimise or manage potential air quality and odour impacts, including the appropriate selection of plant and equipment, minimising emissions and the like.	The Air Quality Impact Assessment confirms the proposed development appropriately avoids, minimises and manages potential air quality and odour impacts through the implementation of mitigation measures into the project design.	
(c) All development should consider (but are not limited to) the following guidelines when assessing air quality and odour impacts: <ol style="list-style-type: none"> The Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (EPA 2017) The Technical framework - assessment and management of odour from stationary sources in NSW (EPA Nov2006) 	The Air Quality Impact Assessment ensures the proposal is capable of compliance with the relevant NSW EPA air quality criteria.	
6.6 Waste Management		
(a) A Waste Management Plan is to be prepared and lodged with a Development Application involving demolition, construction and/or changes of use.	A Waste Management Plan has been prepared by SLR Consulting and is included at Appendix 11 of the EIS.	Appendix 11

(b) A Waste Management Plan shall include details regarding:

- The types and volumes of waste and recyclables generated during the demolition, construction and operational phases
- Details of on-site storage and/or treatment of waste during the demolition, construction and operational phases.
- Disposal of waste generated during the demolition and construction phases which cannot be re-used or recycled.
- Ongoing management of waste and recycling during the operational phase of the development.

The Waste Management Plan provides details on the following:

- waste types and quantities
- waste separation, storage and servicing
- waste re-use, recycling and disposal
- operational waste and recycling management

(c) A Waste and Resource Recovery Plan (Plan) should be developed by a specialist in environmental and/or waste management. The Plan should include a vision and strategy for how waste and recycling can be managed in an integrated way across the development. This includes construction through to the operation stage. The Plan should be informed by the following principles which should guide and underpin the planning and design of waste and resource recovery systems.

The proposed development will be in line with that set out under the WMP which encourages the minimisation of waste production and maximisation of resource recovery.

Design objective 1: Environmental sustainability and best practice. Developments meet requirements for long-term sustainability and best practice when:

- systems are designed to maximise waste separation and resource recovery including organics.
- innovative and best practice waste management collection systems and technologies are considered and supported where appropriate.
- flexibility in design allows for future changes in waste generation rates, materials collected and methods of collection.

Design objective 2: Effective waste and resource management. Developments achieve effective waste and resource management when:

- waste services can occur in a seamless and timely manner.

- collection points, street widths and street configurations especially in new subdivisions and precinct developments, allow for waste to be removed safely and conveniently.
- where applicable allow for access onsite for waste collection service vehicles.
- the distance residents have to travel to dispose of waste is minimised.
- functional and convenient storage spaces are provided for waste and recycling, including temporary storage areas for bulky materials like cardboard boxes and bulky household waste, e-waste, household batteries, communal worm farms or composting (when possible).

Design objective 3: Clean, safe and healthy living environments. Developments protect and enhance the quality of life for the community when:

- negative impacts on amenity for residents, neighbours and the public, such as visually unpleasant waste storage areas, noise from waste collection including traffic noise and bad odours are minimised.
- illegal dumping and litter from bins are minimised through good planning and installation of adequate storage and waste recovery infrastructure and education.
- safe and easy to access waste and recycling storage areas are provided for residents, tenants, building managers and collection contractors.

Design objective 4: Affordability Developments provide affordable living and working when:

- careful design and construction prevents costly retrofits.
- operational waste management is cost-effective for residents and tenants.

(d) Any waste generated during demolition and construction needs to be classified in accordance with the EPA's Waste Classification Guidelines and managed in accordance with that classification.

The proposed development will be in line with that set out under the WMP which encourages the minimisation of waste production and maximisation of resource

<p>(e) Any waste stored on site may require the applicant to obtain an Environmental Protection Licence in accordance with the POEO Act 1997 from the EPA for the storage of waste.</p>	<p>recovery. This is set out in accordance with the Concept Approval.</p>	
<p>(f) Any waste being removed from the site can only be transported to a site that can lawfully receive that type of waste, The EPA legislation and guidelines should be consulted in relation to this.</p>		
<p>6.7 Site Contamination</p>		
<p>(a) Development Applications are to be consistent with the provisions of <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>.</p>	<p>This proposal is consistent with <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>.</p>	<p>Section 6.5</p>
<p>(b) All subdivision Development Applications shall be accompanied by a Stage 1 Preliminary Site Investigation prepared in accordance with <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> and guidelines made or approved by the NSW EPA under the <i>Contaminated Land Management Act 1997</i>. The investigation should also be informed by information provided at the time of rezoning the land including any supporting Stage 1 or Stage 2 Investigation.</p>	<p>This proposal does not include any proposed subdivision.</p> <p>This proposal is consistent with <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> and guidelines made or approved by the NSW EPA under the <i>Contaminated Land Management Act 1997</i> as approved under the Concept Approval.</p>	
<p>(c) Where the Stage 1 Investigation identifies potential or actual site contamination, a Stage 2 Detailed Site Investigation must be prepared in accordance with <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> and guidelines made or approved by the NSW EPA under the <i>Contaminated Land Management Act 1997</i>. The Stage 2 Detailed Site Investigation must include at a minimum, an assessment of soil and groundwater, and where required, assessment of other environmental media.</p>	<p>Site wide remediation was assessed and approved under DA 347.1/2021.</p>	
<p>(d) A Remediation Action Plan (RAP) will be required for areas where contamination has been identified or contains contaminants at levels that may pose a risk to human health and the environment. If necessary, the consent authority can require or engage a NSW contaminated site auditor accredited by the EPA to review the works including the RAP and prepare a Part B Site Audit Statement and Site Audit Report to certify if the land will be suitable for the intended use subject to any remediation plans.</p>		

(e) All investigation, reporting and identified remediation works must be undertaken in accordance with the following policy and guidelines. This include but should not be limited to the following:

1. *Councils protocols/Policies — Management of Contaminated Lands*
2. *State Environmental Planning Policy (Resilience and Hazards) 2021*
3. *EPA Sampling Design Guidelines (NSWEPA 1995)*
4. *Guidelines for the NSW Site Auditor Scheme (3rd edition) (NSW EPA 2017)*
5. *Guidelines for Consultants Reporting on Contaminated Sites (NSW OEH 2014)*
6. *Guidelines for the Assessment and Management of Groundwater Contamination (NSW DEC 2007)*
7. *The National/ Environment Protection (Assessment of Contamination) Measure 1999 (as amended 2013, NEPC 2013)*
8. *Australian and New Zealand Guidelines for Fresh and Marine Water ua/it (ANZG 2018)*
9. *Australian and New Zealand Guidelines for Fresh and Marine Water ualit - Water Quality for primary industries (ANZECC 2000)*

Historically, the site was used as a quarry and subsequently the ground at this site has been significantly disturbed as a result. Notwithstanding, site wide remediation was approved under DA 347.1/2021.

6.9 Bushfire Risk

(a) A bushfire protection assessment is to be submitted for any development on land identified as being bushfire prone. This may be confirmed using the Rural Fire Service on line mapping system, “*check if you’re bushfire prone*” at www.rfs.nsw.gov.au .

A Bushfire Hazard Assessment (Appendix 12) has been prepared by Blackash Bushfire Consulting.

Section 6.9

This assessment has demonstrated that the proposed development can comply with *Planning for Bush Fire Protection 2019* (PBP 2019).

Appendix 10

(b) Assessment of threat from bushfire is to examine impacts of the proposal both within and external to the site.

An assessment of the bushfire threat was carried out as part of the Bushfire Hazard Assessment examining fire weather, vegetation formations (bushfire fuels) and the topography (effective slope) as combined threats that may effect bushfire behaviour at the site.

Appendix 12

(c) Fire protection measures are to be capable of being maintained by the owners and the occupants of the land/building.	The site will be managed including APZs and landscaping in accordance with PBP 2019.
(d) Asset Protection Zones (APZ)/Defendable spaces and access roads are to be provided in accordance with the Bushfire Assessment referred to in (a) above.	The Asset Protection Zone (APZ) assessment between a bushfire hazard and buildings found that forested wetland of the Reedy Creek riparian corridor to the east poses a possible threat. Therefore, a 9m APZ is proposed.
(e) Asset Protection Zones (APZ)/Defendable spaces are to be: (i) sufficient in width to prevent flame contact with buildings, and (ii) located wholly within the boundaries of a future development site or lot, and (iii) located and designed to minimise impacts on native flora and fauna, and where possible located outside environmentally sensitive areas.	APZs will be provided around the development that include existing roads, hardstand areas, development, and managed land.
(f) APZs may be accommodated within boundary setbacks.	
(g) Public roads are to be designed and located to comply with the relevant provisions of Planning for Bushfire Protection 2006.	
(h) Perimeter or fire-access roads should be provided between development and any identified bushfire hazard, unless otherwise varied by a detailed investigation carried out in accordance with sub-clause (b).	The internal road network is designed to provide access to fire-fighting appliances. The road design provides access around the warehouses and to the bushfire prone vegetation within the corridor along the eastern boundary. This is provided by a perimeter service road.
(i) Hydrants for reticulated water are to be located outside the road carriageway.	Details of the proposed Fire Hydrants System Design is outlined within the Fire Safety Strategy prepared by Affinity Fire Engineering.
(j) Buildings to be constructed in accordance with <i>Australian Standard 3959 Construction of Buildings in Bushfire prone areas</i> .	Buildings shall be constructed in accordance with <i>Australian Standard 3959 Construction of Buildings in Bushfire prone areas</i> .
(k) Water supply for fire-fighting operations is to be provided in accordance with <i>Australian Standard 2419.1 – 2005 Fire Hydrant installation system design, installation and commission</i> .	The fire-fighting water supply to the proposed buildings shall comply with <i>Australian Standard 2419.1 – 2005</i> .
(l) All Development Applications for initial construction, substantial modification or redevelopment of a site are to be accompanied by	At commencement of construction and thereafter, the entire Precinct 2 will be designated and maintained as

an appropriate management plan for Defendable Space to the standard of an “*Inner Protection Area*” as defined by Planning for Bushfire Protection 2006 and the NSW Rural Fire Services document “*Standards for Asset Protection Zones*”.

(m) All Development Applications for initial construction are to be accompanied by a Bushfire Emergency Evacuation Plan.

an Asset Protection Zone (APZ). The APZ will be established and upheld as an inner protection area.

A Bushfire Emergency Evacuation Plan will be prepared for initial construction phase of the DA.

Appendix 6

Civil Engineering Plans

Appendix 7

Civil Engineering Report

Appendix 8

Estimated Development Cost Report

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Appendix 9

BCA Report

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Appendix 10

Fire Safety Strategy

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Appendix 11

Waste Management Plan

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Appendix 12

Bushfire Hazard Assessment

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Appendix 13

Air Quality Impact Assessment

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Appendix 14

Landscape Plans

DRAFT FOR CLIENT REVIEW

Appendix 15

Transport Statement

DRAFT FOR CLIENT REVIEW

Appendix 16

Aboriginal Cultural Heritage Assessment Report (ACHAR)

DRAFT FOR CLIENT REVIEW

Appendix 17

Biodiversity Development Assessment Report

DRAFT FOR CLIENT REVIEW

Appendix 18

Flood Assessment Report & Addendum 1 & Addendum 2

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Appendix 19

Social Impact Assessment Report

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Appendix 20

Noise Impact Assessment

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Appendix 21

Sustainability Management Plan

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Appendix 22

VIA Addendum Letter

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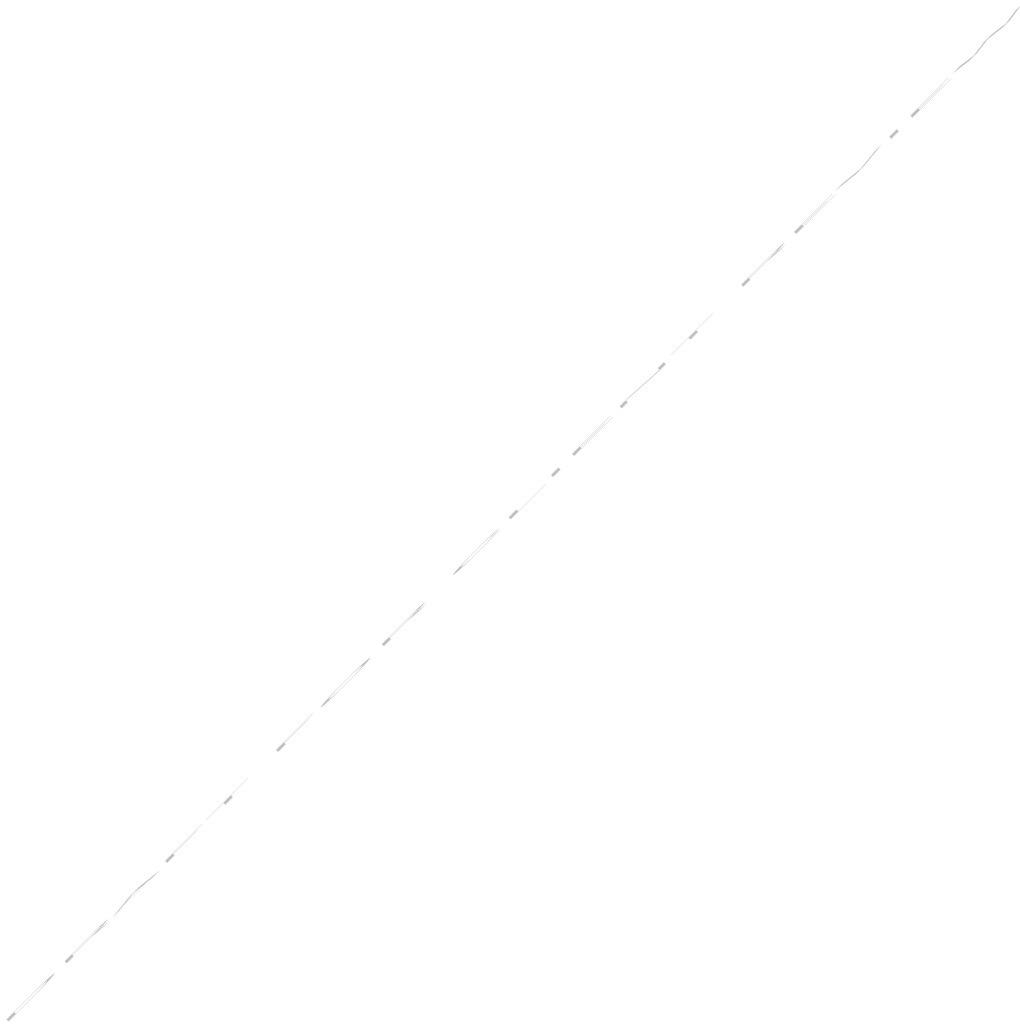
Appendix 23

Flood Memorandum

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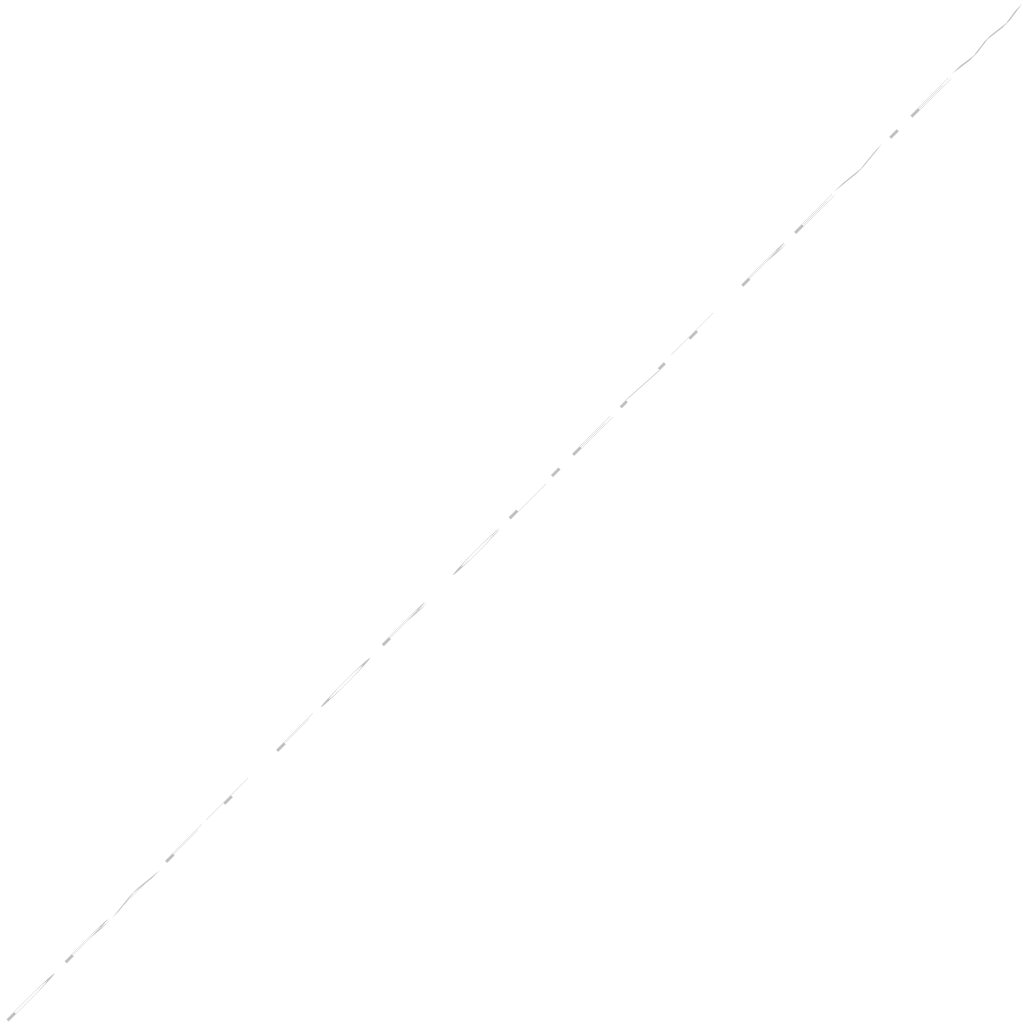
Appendix 24

Community Consultation and Complaints Handling Strategy



Appendix 25

BDAR Waiver



Appendix 26

Embodied Emissions Form