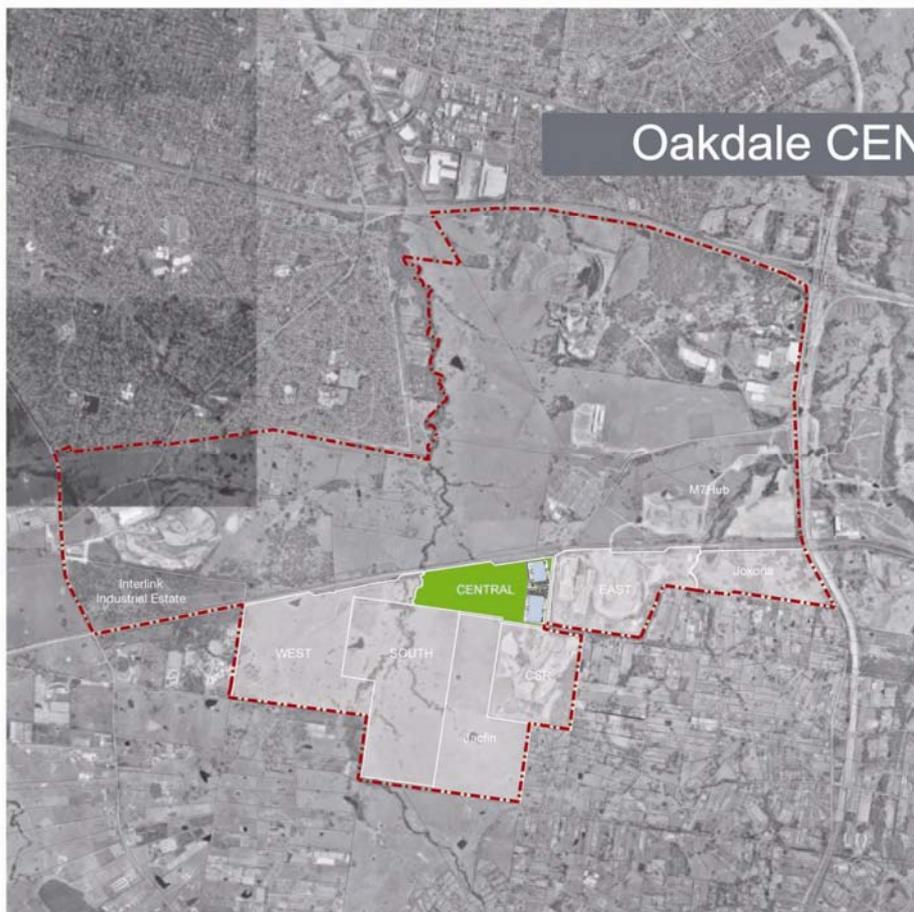


Environmental Assessment

Proposed S75W Modifications to Oakdale
CENTRAL & DHL Logistics Hub;
Oakdale Industrial Estate, Horsley Park



October 2010

Prepared by:



Goodman International Limited
Level 10, 60 Castlereagh Street
Sydney NSW 2000

Ref: Environmental Assessment_Sept_rev 2.doc

CERTIFICATION BY AUTHOR

Part 3A Environmental Assessment

Prepared under the *Environmental Planning and Assessment Act 1979*

Environmental Assessment prepared by

Name
Position
Qualifications
Address

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Proposed modification to which Part 3A applies

Application number

Concept Plan: 08_0065 MOD 1
Project Application: 08_0066 MOD 1

Proposal

Proposed Modifications to Building 1A and 2A,
DHL Logistics Hub, Oakdale Industrial Estate
Goodman International Limited
Level 10, 60 Castlereagh Street
SYDNEY NSW 2000

Proponent name
Proponent address

Lot 2 DP 120 673
Old Wallgrove Road, Horsley Park

Land to be developed

Certificate

I certify that I have prepared the contents of this document, and to the best of my knowledge the assessment:

- has been prepared in accordance with the requirements of Part 3A and the Regulations; and
- does not contain false or misleading information.

Signature

Name Richard Seddon
Date 29 September 2010

EXECUTIVE SUMMARY

Goodman International Limited (Goodman) is proposing to modify the approved Oakdale Central Concept Plan and DHL Logistics Hub Project (Building 1A and 2A) at its Oakdale Industrial Estate, Horsely Park.

On 2 January 2010 the Minister for Planning granted approval for the following subject to conditions:

- Concept Plan Approval (MP 08_0065) for the Oakdale employment park (Oakdale Central) for warehousing, distribution and light industrial purposes including associated infrastructure; and
- Project Approval (MP 08_0066) for a DHL Logistics Hub including:
 - Subdivision of the site;
 - Upgrade of Old Wallgrove Road;
 - Bulk Earthworks across Oakdale Central;
 - Provision of infrastructure and services for Oakdale Central; and
 - Construction of two warehouses and associated infrastructure.

In accordance with Condition 2(a) of the concept plan approval, Goodman is required to lodge amended plans that make appropriate reservation for the Chandos Parkway and connections to the proposed Northern Link Road. As a result of the revised regional road network Goodman is also seeking to modify the Concept Plan approval to reflect a revised layout for the Oakdale Central Estate. In addition, Goodman is proposing to make a number of relatively minor modifications to Building 1A & 2A (MP 08_0066).

This proposal to make minor modifications to the approved Part 3A Concept Plan and major project falls under section 75W of the *Environmental Planning and Assessment Act 1979*. Consequently, the Minister is the approval authority for the proposed modifications.

The majority of the potential environmental impacts associated with the project have been addressed in the original concept plan and major project application. As such, the key environmental aspects for the current proposal are considered to include:

- Traffic and transport;
- Site layout & Design;
- Visual impacts;
- Noise;
- Flora & Fauna; and
- Soil & Water.

Assessment of these and other environmental issues indicates that the proposed modifications are able to be conducted in a manner that would not result in any significant environmental impacts, or impacts on the amenity of surrounding landusers. In particular, environmental assessment indicates that:

- the revised subdivision of the site is generally consistent with the Concept Plan approval and controls;
- traffic volumes are less than the approved volumes for the estate and would not result in any significant traffic impacts;
- the proposal is not expected to result in any adverse visual impacts, as it:
 - complies with the urban design development standards of the *Oakdale Central Concept Plan*, and is reasonably conservative in terms of scale, bulk and site cover;
 - has been designed to a high architectural quality, particularly on key frontages; and
 - adopts a high quality landscape plan;

- The project would not result in any adverse noise impact either during construction or operations;
- The project would ensure 4.27ha of vegetation is protected and rehabilitated; and
- the project will not result in any significant off-site erosion or drainage impacts;

The proposed modifications to the approved Concept Plan and Project are considered to be compatible with the future desired character of the area under the *Oakdale Central Concept Plan* and the NSW Government's Metropolitan Strategy. In addition, the development of the project would have significant social and economic benefits for the local area through the provision of employment opportunities and significant capital investment in the Western Sydney Employment Area.

Accordingly, it is considered that the proposed modifications will allow the orderly development of the land. It is respectfully requested that the Minister, having due regard for the information submitted in this Environmental Assessment, approve the proposed modifications under section 75W of the EP&A Act.

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Masterplanning & Architecture

CENTRAL Concept Plan (CP#1):

CP1.01 (C)	ESTATE Design Masterplan
CP1.02 (C)	Scope of Application
CP1.03 (C)	Landuse Plan
CP1.04 (A)	Vegetation Management Plan

Estate Works & DHL Project (PA#1):

PA1.01 (C)	Scope of Application
PA1.02 (C)	Site Plan
PA1.03 (C)	DHL 1A & 2A Site Plan
PA1.04 (C)	DHL 1A & 2A Elevations / Section
PA1.05 (C)	DHL 1A Ground Floor Plan
PA1.06 (C)	DHL 1A Roof Plan
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1 INTRODUCTION

1.1 Overview

Goodman is proposing to make a number of relatively minor modifications to the approved Oakdale Central Concept Plan (MP 08_0065) and DHL Logistics Hub (MP 08_0066) (Building 1A and 2A) Oakdale Industrial Estate, Old Wallgrove Road, Horsley Park (see Figure 1).

This Environmental Assessment has been prepared by Goodman to assist the Department of Planning's (the Department's) consideration of the proposed modifications under section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act).



Figure 1: Location Plan

1.2 Background

On 2 January 2010 the Minister for Planning granted approval for the following subject to conditions:

A) Oakdale CENTRAL Concept Plan (MP 08_0065):

Concept Plan Approval for the Oakdale employment park (Oakdale Central) for warehousing, distribution and light industrial purposes including associated infrastructure.

A plan of the approved Concept Plan is shown in Figure 2 and a summary of the key elements of the Concept plan is included in Table 2.1 below.

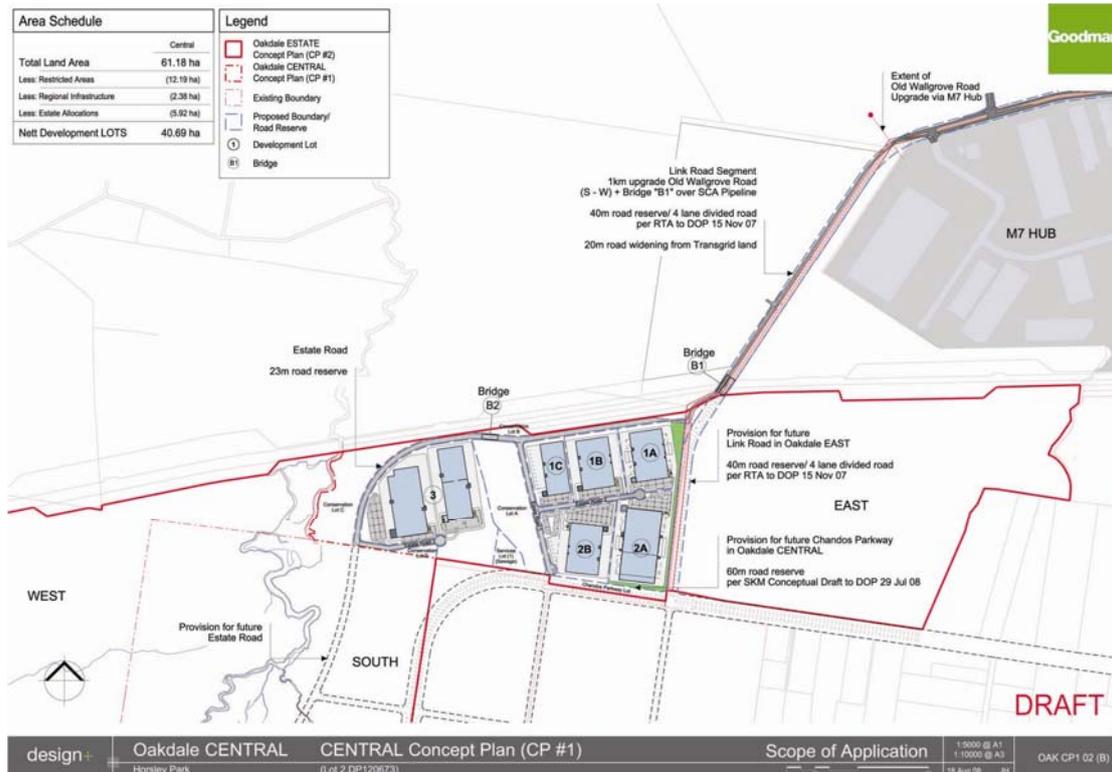


Figure 2: Oakdale Central Concept Plan

Table 2.1: Major Components of the Oakdale Central Concept Plan

Project Summary	Establishment of a regional distribution park of warehouses, distribution centres and freight logistics facilities on 61 hectares of land adjacent to the Sydney Water Pipeline, and the provision of associated infrastructure
Subdivision	Subdivision of the site to create: <ul style="list-style-type: none"> • 40 hectares of developable area for industrial / employment purposes; • 1.0 hectares for services; • 7.4 hectares for recreation / open space; • 4.6 hectares for environmental conservation; and • 8.6 hectares for road corridors.
Industrial Development	Construction of 7 industrial buildings with a combined gross floor area of ~150,000m ² and associated infrastructure
Road Upgrades & Internal Roads	Upgrade of Old Wallgrove Road between Roberts Road and the site to provide a 7m wide road
Infrastructure	Provision of an on-site sewerage system, and rainwater harvesting infrastructure. All other infrastructure (potable water, electricity, gas and telecommunications) would be provided through the augmentation and/or extension of existing services
Capital Investment	\$194 million
Employment	1,200 once fully operational
Hours of Operation	24 hours a day, 7 days a week

B) DHL Logistics Hub (Buildings 1A & 2A) Major Project (MP 08_0066):

The DHL Logistics Hub Project Approval included the following:

- Subdivision of the site;
- Upgrade of Old Wallgrove Road;
- Bulk Earthworks across Oakdale Central;
- Provision of infrastructure and services for Oakdale Central; and
- Construction of two warehouses and associated infrastructure.



Figure 3: DHL Logistics Hub Site Plan

Table 2.2: Major Components of the DHL Logistics Hub Project

Project Summary	Construction and operation of a DHL Logistics Hub consisting of two warehouses and associated infrastructure on an 11 hectare lot
<i>Subdivision</i>	Subdivision of the site to create: <ul style="list-style-type: none"> • 6 industrial lots; • 1 services lot (1 ha); • 4 environmental / recreational lots (total area ~ 12 ha) • 5 road corridors
<i>Bulk Earthworks</i>	Earthworks include the removal of an earthen bund around the eastern and southern boundaries of the site, with a balance cut to fill to achieve the required levels for building pads, roads and the service lot
<i>Industrial Buildings</i>	Construction and operation of two warehouse and distribution buildings for DHL Logistics, including: <ul style="list-style-type: none"> • Building 1A with a gross floor area of ~20,000m² and an office area ~ 620m²; and • Building 2A with a gross floor area of ~32,530m² and an office area of

~1,180m².

Buildings would be set back 20m from Old Wallgrove Road and the proposed Chandos Parkway

<i>Internal Roads & Parking</i>	Provision of 4 Estate roads to service the site
<i>Infrastructure</i>	Provision of an on-site sewerage system, and rainwater harvesting infrastructure. All other infrastructure (potable water, electricity, gas and telecommunications) would be provided through the augmentation and/or extension of existing services.
<i>Road Upgrades</i>	Upgrade of a section of Old Wallgrove Road between the site and Roberts Road. The upgrades would include localised widening, provision of a passing bay and installation of signage.
<i>Capital Investment</i>	\$89 million
<i>Employment</i>	300 during construction and 400 during operation
<i>Hours of Operation</i>	24 hours a day, 7 days a week

Regional Roads:

At the time of approval, strategic planning was still being conducted for the Western Sydney Employment Hub. In particular, the specific layout of the regional road network was still being resolved. Accordingly the design made provision of each of the three N/S extensions of Archibold Road contemplated at the time, namely:

- One to the west of buildings adjoining Ropes Creek;
- One adjacent to the tributary of Ropes Creek bisecting the site; and
- One along the current alignment of Old Wallgrove Road to the east of the site.

In addition, the design made provision for the future east-west corridor of the Chandos Parkway (a 60 metre road reservation).

The development was approved on the basis that adequate provision had been made for the future development of the regional road network for the WSEH due to the fact that the proposed development made adequate provision for the Chandos Parkway and all three of the contemplated N/S extensions of Archibold Road regardless of which was the final regional road N/S extension (See Figure 3). Condition 2 of the Concept Plan Approval however required the following:

Within 3 months of the concept plan approval, the proponent shall:

- a) *Revise all drawings and plans lodged with the Concept Plan to accommodate the proposed Chandos Parkway and demonstrate that the revised drawings and plans are compliant with the Oakdale Central Concept Plan Controls;*
- b) *Submit a staging plan for the provision of all infrastructure for the project and likely timeframes, including for the provision of a sewerage treatment facility;*
- c) *Revise the Oakdale Central Concept Plan Controls to include targets and objectives for minimising energy consumption, maximising energy efficiency and reducing greenhouse gas emissions;*
- d) *Revise the conceptual Landscape Management Plan for the Oakdale Central Precinct to detail the integration of:*

- e) *Provide a Transport Management accessibility Plan for Oakdale Central incorporating the DHL Logistics Hub project.*

Since approval of the Concept plan and major project, SEPP (Western Sydney Employment Area) 2009 was gazetted. This sets the preferred link road alignment and is shown in Figure 4. This is consistent with that shown on the Goodman proposed Chandos Parkway alignment however clarifies the preferred N/S connection for the purposes of further planning of development within the Western Sydney Employment Area and accordingly these road reservations have now been deemed to be appropriate for the subsequent planning of the estate. They have also necessitated some modifications to the Concept Plan and DHL project layout to better respond to the final regional road layout. These modifications are discussed in Section 3.0.

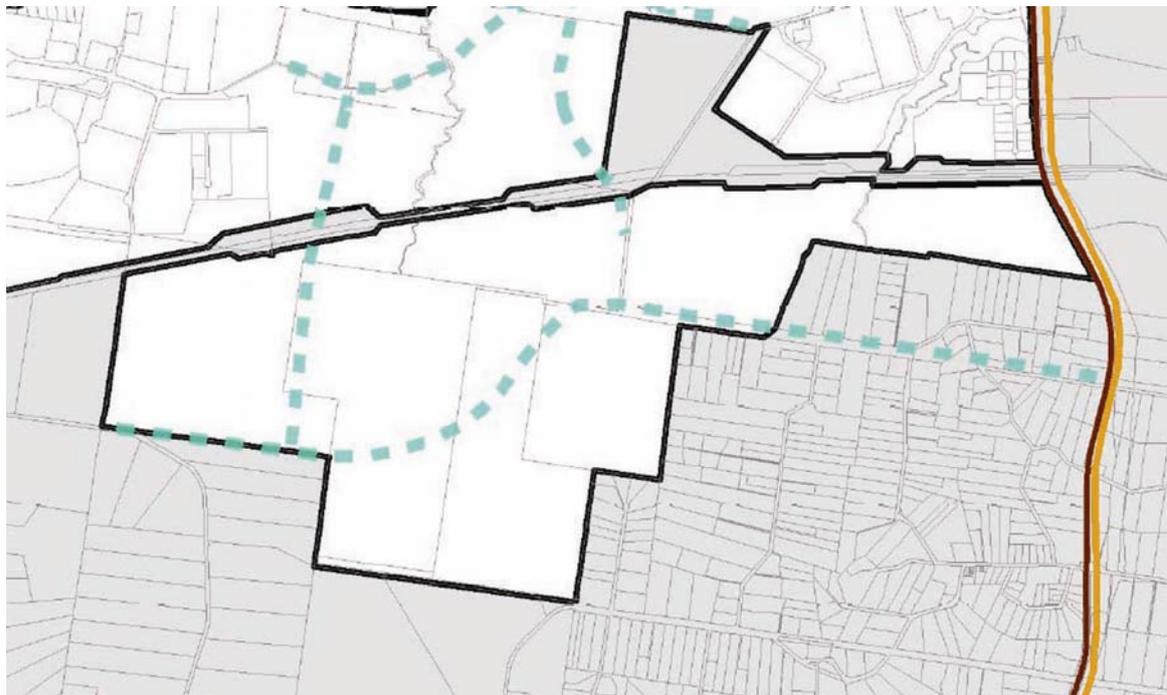


Figure 4: Western Sydney Employment Area – Extract from Transport Infrastructure Map

2 THE SITE

Oakdale Central is a 61 hectare parcel of land located south of the Sydney Water Pipeline within the Fairfield Local Government Area. It is legally described as Lot 2 DP 120 673 and is owned by Brickworks Limited (the parent company of The Austral Brick Company Pty Ltd (Austral Bricks). Goodman and Austral Bricks have entered into a joint venture to develop the Oakdale land.



Figure 5: Oakdale Central Aerial Photograph

3 PROPOSED MODIFICATIONS

It is proposed to make modifications to both the Oakdale Central Concept Plan Approval (MP08_0065) and DHL Logistics Hub Approval (MP 08_0066).

3.1 Oakdale CENTRAL Concept Plan (MP 08_0065)

It is proposed to make the following modifications to the approved Oakdale Concept Plan:

- Modification of permissible land uses to be consistent with SEPP (WSEA);
- Modification of concept plan layout including adjustments to development allotment boundaries; and
- Revised access network to provide access to the estate.

The concept plan as approved and as modified is shown in Figure 6 and 7 (OAK CP1 02(C)) and discussed in detail below.

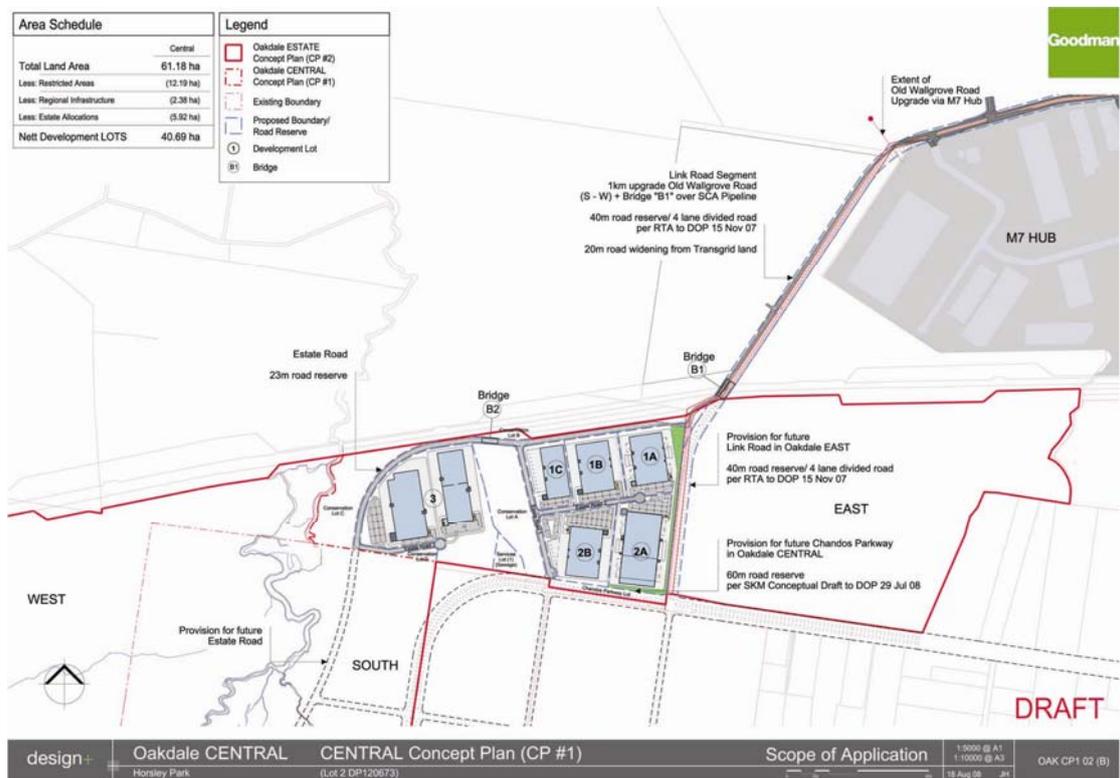


Figure 6: Oakdale CENTRAL – As Approved

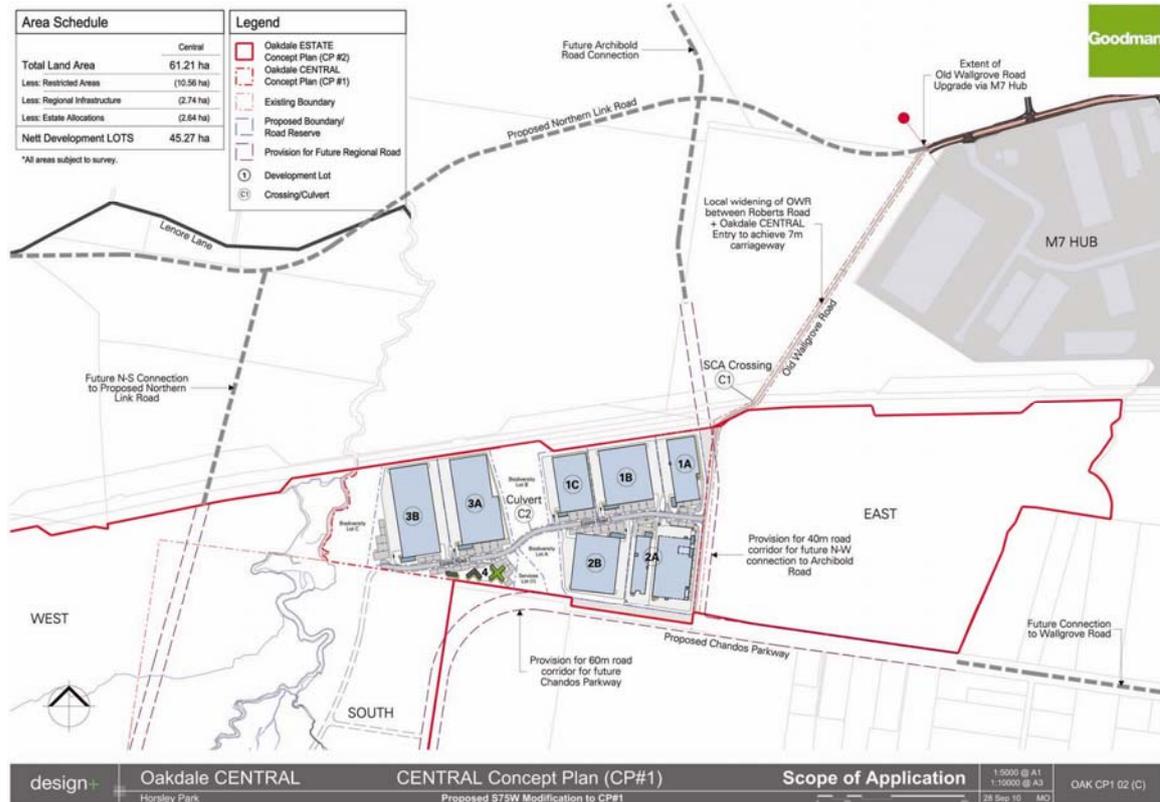


Figure 7: Oakdale CENTRAL Scope of Application - As modified

Land Use

SEPP WSEA does not include the RE2 Recreation zoning. Accordingly, the proposed land use zones have been modified to delete the proposed land use RE2 Recreation and instead retain all open space areas to be zoned E2 Environmental Conservation. A plan of the proposed land use as approved and as modified is included in Figure 8 and 9 (OAK CP1 03(C)) below. The extent of the E2 Environmental conservation zone would now comprise of the areas which were formerly RE2 Recreation as well as those which were E2 Environmental Conservation subject to some minor changes in the allotment boundaries which are discussed below.



Figure 8: Oakdale CENTRAL Land Use – As Approved



Figure 9: Oakdale CENTRAL Land Use – As Modified

Concept Subdivision and Master Plan:

The Concept subdivision and master plan as modified is shown in Figure 7 (OAK CP1 02(C)). This has been prepared to be generally consistent with the approved Oakdale Central Concept Plan and would comprise of the following:

- 8 development lots;
- 3 biodiversity lots;
- 3 road corridor lots; and
- 1 services lot.

This would result in the addition of 1 development allotment, reduction of 1 conservation allotment (from 4 to 3), creation of a single estate road allotment rather than 3 and provision of 2 regional road allotments rather than 1. The allotment boundaries have been adjusted as follows:

- Revising the western boundary of Lot 3B to allow a more regular shaped allotment while not compromising stormwater detention or vegetation management objectives;
- Deletion of former conservation lot on the top of the hill – it is intended for this area to be a development lot due to its potential to be used for smaller scale convenience and local amenity uses such as neighbourhood shops in the future; and
- Creation of road allotments in accordance with the revised access network.

The Concept plan subdivision as modified would create the following road corridors to accord with the regional road layout in SEPP (Western Sydney Employment Area) 2009:

- Regional Road Lot 1 – to provide provision for a 40m road corridor for future North West connection from the proposed Chandos Parkway to Archibold Road;
- Regional Road Lot 2 – to provide provision for a 60m road corridor for the future Chandos Parkway; and
- Estate Road Lot 1 – to provide a 23m wide road corridor for a local estate road (however making provision for upgrading to a collector road should this be required in future.

A summary of the land areas provided in the Concept Plan as modified relevant to the approved Concept plan is included in Table 3.1 below.

Table 3.1: Oakdale Central Summary of Area as modified

Land Area	Total Area (As Approved)	Total Area (As Modified)
Total Site Area	61.2 ha (100%)	61.2 ha
Net Developable Area (Development Lots)	40.0 ha (~65%)	45.27 ha
Potential Employment Floor space (estimate)	150,000m ²	150,000m ²
Services Lot Area	1.0 ha (~2%)	1.0 ha
Environmental Conservation Area	4.6 ha (~7%)	10.56 ha*
Recreation Open Space Area	7.4 ha (~12%)	7.4 ha
Road Corridor Area	8.2 ha (~13%)	4.38 ha

*includes Environmental conservation area and former recreation open space area

Access and Road network:

The estate access has been modified to better respond to the regional road layout and would comprise of a single estate road to be accessed from Old Wallgrove road as shown on Figure 5. This would ensure that the Central precinct would be accessed by a single estate road through the centre of the estate which would provide direct access to development allotments. The

concept plan as approved required an estate road on the northern boundary of the estate and an estate road terminating in a culs-de-sac running in an E/W direction for the eastern precinct of Oakdale Central. The revised access arrangement is considered superior because:

- It would relocate the estate entry from Old Wallgrove road away from the SCA crossing to a mid-block location further south resulting in a safer access arrangement to the estate;
- The estate road creek crossing would be relocated further to the south resulting in a shorter crossing located further upstream;
- Estate road works would provide more direct access to development allotments

3.2 DHL Project Approval (MP 08_0066)

The following modifications are proposed to the DHL Project:

- Modifications to the project layout including separation of warehouse 2 on Lot 2A into warehouse 2 and 3 to better serve DHL operational requirements;
- Upgrade of a 0.5km section of Old Wallgrove Road from the SCA crossing to the estate entry road to facilitate access to the revised estate entry location;
- Construction of a 260m long portion of the new estate road to facilitate access to Lot 1A and 2A; and
- Revised subdivision plan to reflect the concept plan allotments.

A plan showing the DHL project as approved and as modified is shown in Figure 10 and 11 (OAK PA1 03(C)).



Figure 10: DHL Logistics Hub – As Approved

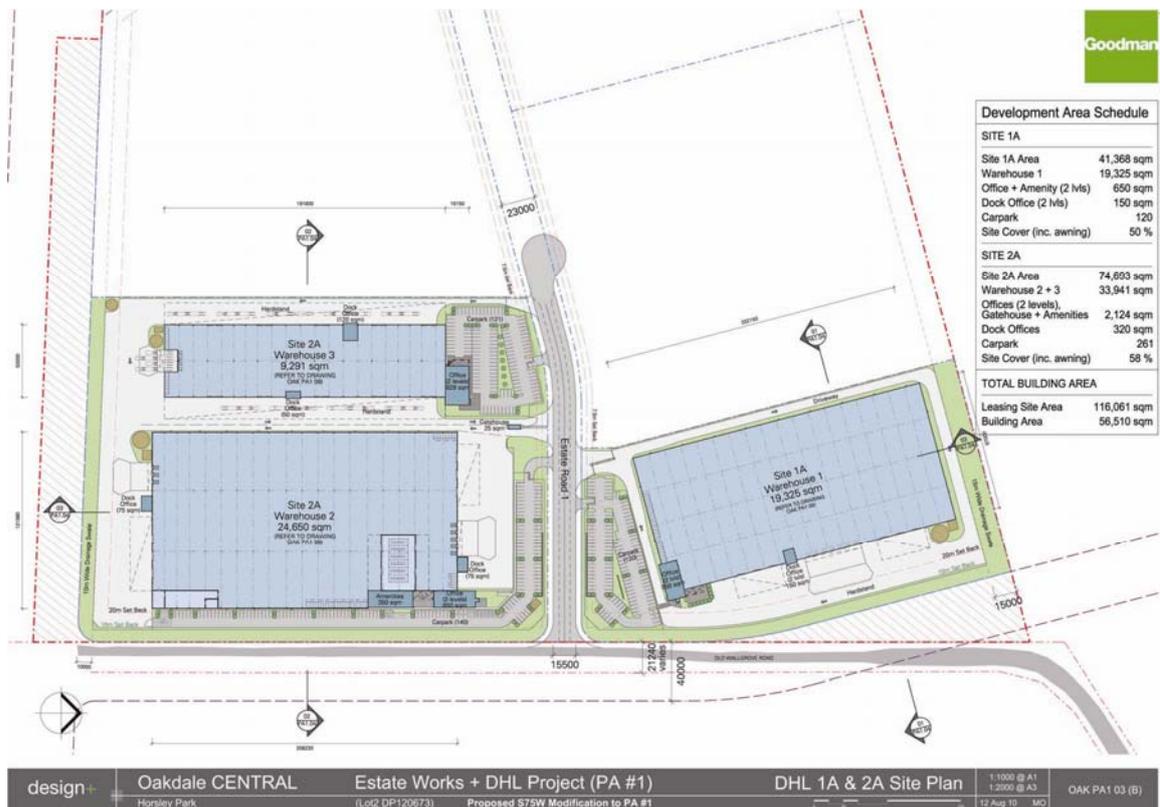


Figure 11: DHL Logistics Hub - As Modified

Description of Facilities:

The DHL Project as modified would comprise of the following facilities on Lot 1A and 2A:

Warehouse 1 (Lot 1A):

- Warehouse 1 would comprise of a 19,520m² warehouse and distribution facility with a 2 level office in the South East corner of 500m² and a 2 level dock office on the eastern elevation of 100m². The facility has a single sided hardstand on the western side and drive around access for fire trucks. The car park is located at the frontage to the estate road on the southern elevation of the building and is accessed via a separated car entry/exit from the Estate road.
- Generally the facility would be used for DHL for the receipt, storage and distribution of pre-packaged goods.
- External finishes are shown on the Architectural elevations however would comprise of precast dado panels with metal cladding above.

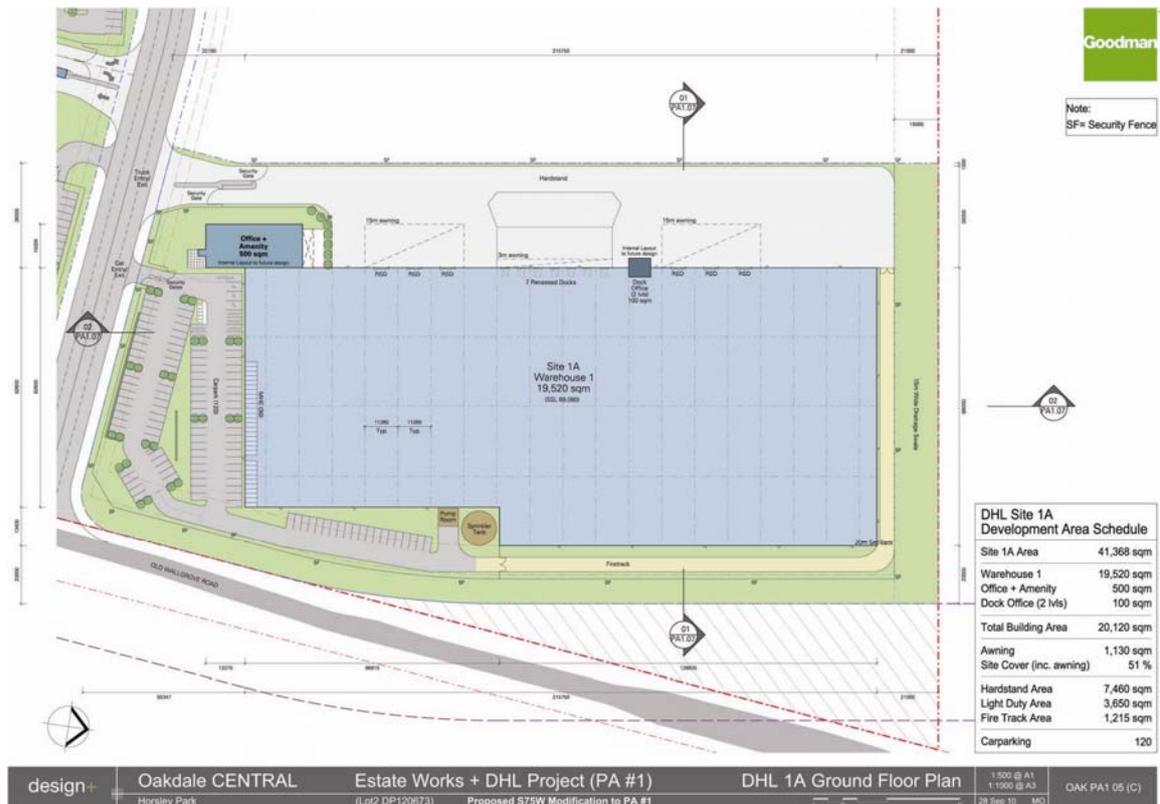


Figure 12: Warehouse 1 (Lot 1A)

Warehouse 2 (Lot 2A):

- Warehouse 2 would comprise of a 24,650m² warehouse and distribution facility with a 2 level office at the north east corner of 650m² and two dock offices located at the front and rear of the building of 75m² across a single level. The warehouse would be used by DHL for the storage and distribution of primarily pharmaceutical products and would be maintained at a constant temperature of below 25°C via air conditioning. There would also be a Rework area for breaking down of packages into smaller packages and a dangerous goods store which would comprise of full height pre-cast with 4 hour fire rating and would be design and certified in accordance with code and licensing requirements (A Dangerous Goods Assessment is included in Appendix E).
- The facility would comprise of a hardstand at either end of the facility with drive around access for trucks. The truck entry/exit would also be shared with Warehouse 3 to west. Car parking is located at the front and eastern side of the building and would be accessed via a separate car park entry / exit.
- External finishes are shown on the Architectural elevations however would comprise of concrete dado with metal deck cladding (insulated for temperature control requirements).

Warehouse 3 (Lot 2A):

- Warehouse 3 would comprise of a 9,291m² warehouse and distribution facility with a 2 level office located on the northern elevation of 929m² and a single level dock office on either side measuring 50m² (eastern elevation), and 120m² western elevation. The facility

would be used by DHL for the receipt, storage and distribution of a range of healthcare, technical or domestic merchandise.

- There would be a single hardstand at the rear of the site with anti-clockwise drive around access for trucks from a truck entry on the west and a shared truck exit on the west. Car park access if via a separate entry/ exit from the estate road.
- External finishes are shown on the Architectural elevations however would comprise of concrete dado with metal deck cladding.

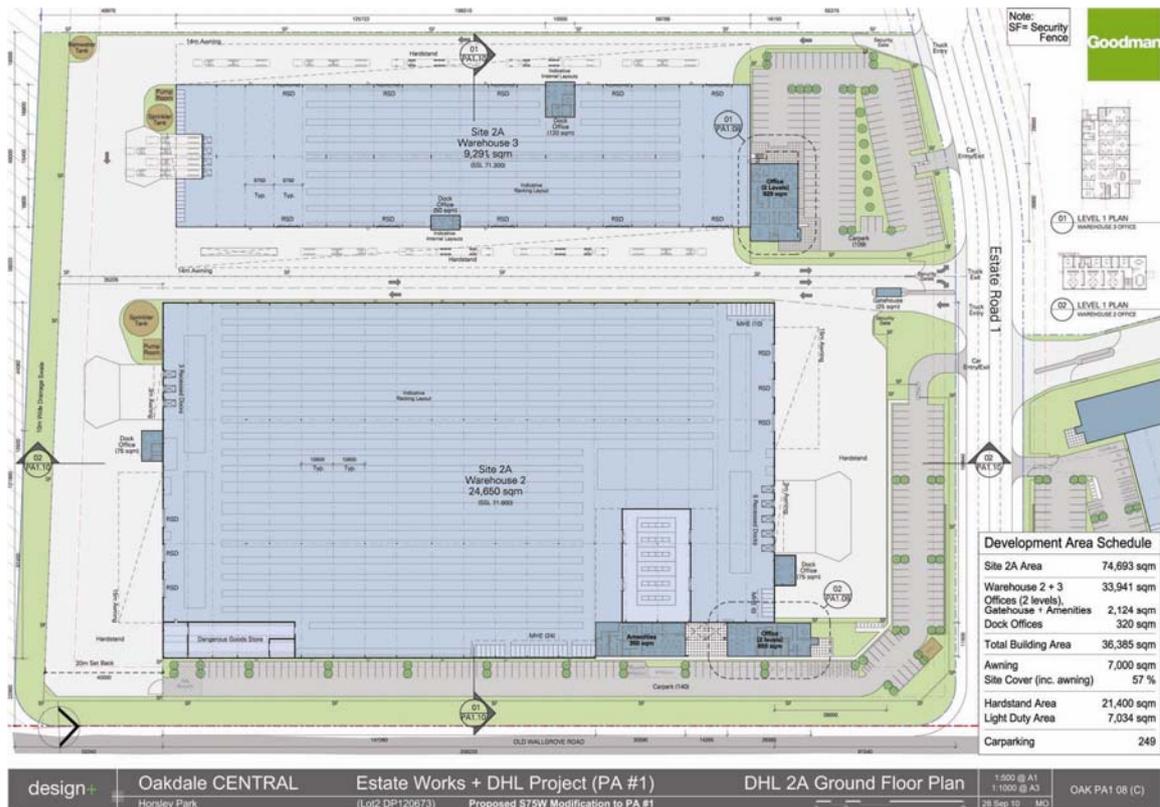


Figure 13: Warehouse 2 & 3 (Lot 2A)

Consistency with Approved Project

Project Layout

In terms of consistency with the approved Project, a diagram of the key changes is shown in Figure 14 below (Refer OAK S75w SK01 (B)).

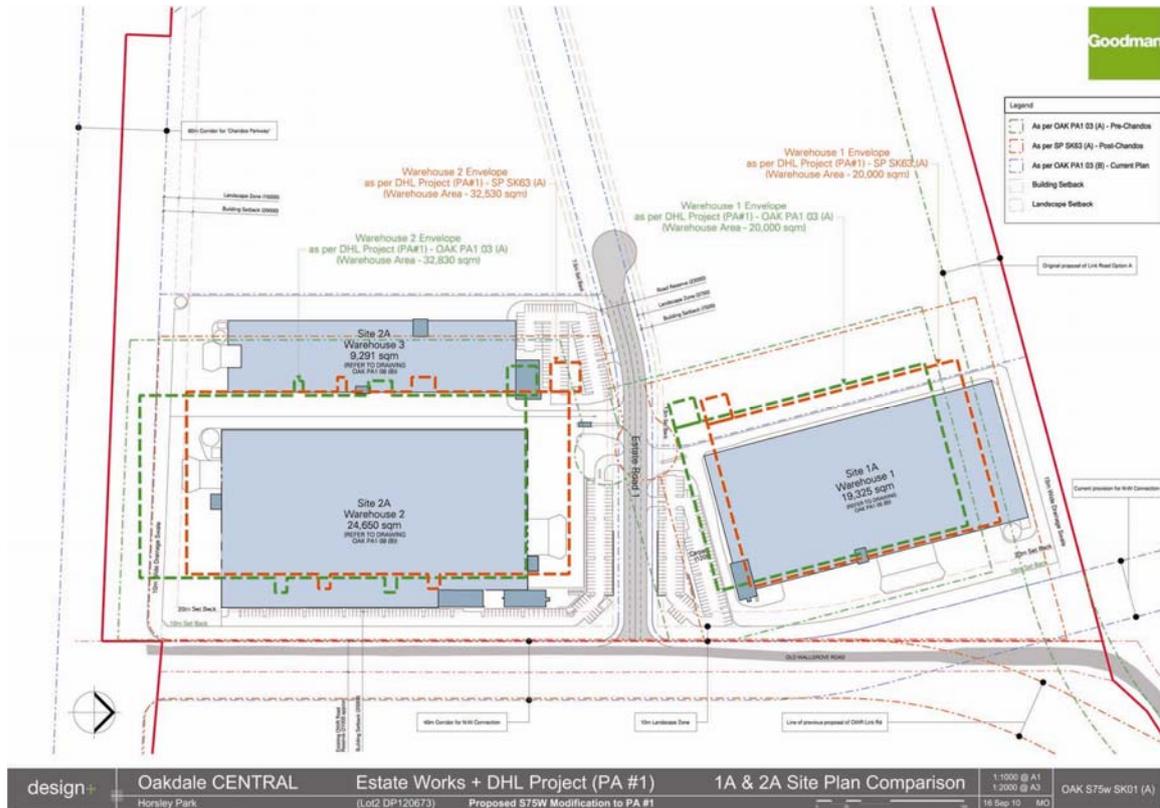


Figure 14: Overlay of Project as modified with original approval

The original application building envelopes and site boundaries are shown in Green. At this time it was assumed the Link Road would run along the northern boundary of the Oakdale central precinct. Accordingly, a 60m reservation was provided on the northern side of the estate. The Project comprised of two buildings with double sided hardstands and an ancillary office with associated car parking located to front a central estate road culs-de-sac which was accessed via a portion of the link road.

The approved building envelopes and site boundaries are shown in Red. Here the site boundaries were adjusted to accommodate a 60m wide road corridor for the Chandos Parkway on the southern side of the site and the buildings were relocated approximately 29.4m further north and 3.5m west to incorporate this change.

The proposed modifications are shown in blue and result in the same site boundaries to regional road reservations as the approved project however have resulted in further adjustments to the building envelopes and locations including the separation of Warehouse 2 into two separate warehouses which have contiguous hardstands. In addition the buildings have been separated to accommodate an estate road access point from Old Wallgrove Road and Warehouse 1 has been rotated 180 degrees so that the hardstand is location on the opposite side to the public road frontage.

Individual Facilities:

Warehouse 1 is to reduce in size from a 20,000m² warehouse to a 19,520m² warehouse. Warehouse 2, approved as a 32,530m² warehouse has been modified to comprise of a 24,650m²

warehouse (Warehouse 2) and a 9,291m² warehouse (Warehouse 3). Therefore there has been a minor increase in site area and building area.

Building 1A (Warehouse 1) was to have double sided hardstand whereas the hardstand is now to be located at a single side only. Building 2A was to have a double sided hardstand, Warehouse 2 is to now have hard stand at each end of the building, while Warehouse 3 is to have double sided hardstand.

Car Parking:

Car parking provision has reduced slightly by 25 spaces to accord with tenant requirements.

A development area schedule comparing the key numerical elements of the project with respect to the approved Buildings 1A and 2A is shown in Table 4.1 below

Table 3.2: <i>Development Area Schedule</i>	Lot 1A		Lot 2A		Total
	Approved	As Modified	Approved	As Modified	Difference
Proposed Use	W/house & Distribution	W/house & Distribution	W/house & Distribution	W/house & Distribution	N/A
Site Area (m ²)	41,535	41,368	68,340	74,693	+6,186
Building Area (m ²)	20,620	20,120	34,010	36,385	+1,875
- Warehouse	20,000	19,520	32,830	33,941	+631
- Office	620	600	1,180	2,444	+1,244
Hardstand Area	13,690	7,460	20,930	21,400	-5,760
Car Parking / Light duty	4,010	3,650	6,730	7,034	-56
Site Cover	54%	51%	56%	57%	N/A
Building Height	Ridge – 13.7 Wall – 10.0	Ridge – 13.7 Wall – 10.9	Ridge – 13.7 Wall – 10.0	Ridge – 13.7 Wall – 10.5	No Change
Car Parking Spaces	152	120	240	249	-23 spaces

Subdivision:

The proposed subdivision plan has been modified to reflect that of the modified Concept plan (Refer OAK PA1 12(C)) and would result in subdivision to create a single estate road allotment rather than 3 as well as 2 road reservation lots for future regional roads (increased from 1), 3 biodiversity lots (rather than 4), 8 development lots (rather than 7) and 1 services lot.

Earthworks:

The modified bulk earthworks plan is shown in OAK PA1 11(C) and would result in minor modifications to the building RLs from 69.00 SSL to 68.78 (Building 1A) and from 71.00 SSL to 71.50 (Building 2A to warehouse 2) to achieve greater efficiency in earthworks volumes and suit revised road network. Warehouse 3 would be set at SSL 71.00.

Access & Road Network:

As previously discussed the Oakdale Central Estate layout has been adjusted to suit the revised regional road locations. Accordingly, the estate and DHL Project would now be accessed from a central estate road which would run in an East / West direction bisecting the estate and providing direct access to Old Wallgrove Road, rather than an estate road along the northern boundary which was to ultimately form part of the future link road.

The Central estate road would be designed to a local road specification in accordance with the approved Concept Plan however the road reservation is 23m in accordance with a collector road hierarchy. The purpose of this is to allow flexibility for the estate road to be widened at a future date should the need arise.

Hours of Operation:

Hours of operation are to be retained as 24 hours a day, seven days a week, 365 days a year in accordance with the approved Concept Plan.

Capital Investment & Employment Generation:

Capital investment & employment generation for the DHL Project as modified would increase from \$89 million and 400 jobs to \$80 million and 318 jobs respectively.

Other Infrastructure Elements:

All other infrastructure aspects of the DHL project as modified would remain consistent with that in the DHL project as approved and is summarised for convenience below:

Table 3.3: DHL Project As Modified – Other Infrastructure Elements

Element	Project Scope
<i>Stormwater Management:</i>	To be constructed in accordance with the Oakdale ESTATE Water Sensitive Urban Design Strategy, and the DHL project-specific Stormwater Management Strategy.
<i>Potable Water:</i>	Extension of existing water supply to meet demand
<i>Sewer:</i>	Self Contained on site sewerage treatment and recycling system proposed
<i>Rainwater Harvesting:</i>	Construction of on-lot rainwater harvesting infrastructure to service the DHL facilities in accordance with specifications for other sites in the Western Sydney Employment Hub
<i>Electricity, Gas & Telecommunications:</i>	Connection and augmentation of existing services onto the site as required
<i>Other Estate Works:</i>	Estate signage, landscaping and re-vegetation
<i>Environmental Conservation / Biodiversity:</i>	The Ropes Creek tributary through Lot 2 DP 120673 would be revegetated in accordance with a Vegetation Management Plan.

4 STATUTORY CONTEXT

4.1 Section 75W

Section 75W of the EP&A Act allows the Minister to modify the Minister's approval for a Concept Plan or Project. Relevant subsections provide:

- (2) *The proponent may request the Minister to modify the Minister's approval for a project. The Minister's approval for a modification is not required if the project as modified will be consistent with the existing approval under this Part.*
- (3) *The request for the Minister's approval is to be lodged with the Director-General. The Director-General may notify the proponent of environmental assessment requirements with respect to the proposed modification that the proponent must comply with before the matter will be considered by the Minister.*
- (4) *The Minister may modify the approval (with or without conditions) or disapprove of the modification.'*

Goodman has discussed the proposed modifications with the Department and submitted a preliminary environmental assessment. The Department has advised that the Minister's approval to the proposed modifications is required and the Director General has provided his Environmental Assessment Requirements (DGRs) for the proposal (See Appendix A). Accordingly, this Environmental Assessment has been prepared with sufficient detail to allow the Department and the Minister to assess the proposed modifications under Section 75W of the EP&A Act.

Following environmental assessment, it is considered that the Concept Plan and DHL Logistics Hub project as modified are consistent with the existing approvals for the project, as:

- the proposed modifications would involve minimal environmental impact (see Section 6 below);
- the proposed modifications do not alter the purpose or broad layout of the project; and
- the (DHL Logistics Hub) project as modified remains compliant with the applicable development controls (see below);

This is discussed further in Section 6.0.

4.2 Oakdale CENTRAL Concept Plan Controls

The Oakdale CENTRAL Concept Plan sets out the development controls for the Oakdale Central Precinct.

The following table provides a review of the compliance of the project (as modified) against these controls. As shown in the table, the proposed modifications do not alter the compliance of the project with these controls.

Table 4.1: Oakdale CENTRAL Concept Plan Compliance

Issue	Key Provisions	Compliance (As modified)	Comments (Nb. 'Proposal' refers to both the CENTRAL Concept Plan and the DHL Project)

Environmental Assessment
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Lot dimensions	<ul style="list-style-type: none"> Min lot area 5,000m² Min built area 2,500m² 	Yes Yes	<ul style="list-style-type: none"> Proposal complies Proposal complies
Site Coverage	<ul style="list-style-type: none"> Max site coverage 65% 	Yes	<ul style="list-style-type: none"> Proposal complies
Building Setbacks	Relevant Building setbacks: <ul style="list-style-type: none"> 20m link road 15m collector road 7.5m estate roads 	Yes Yes Yes	<ul style="list-style-type: none"> Proposal Complies Proposal complies Proposal Complies
Car Parking Provision	Warehouses: <ul style="list-style-type: none"> 1 per 200m² Office: <ul style="list-style-type: none"> 1 per 40m² 	Yes	<ul style="list-style-type: none"> Car parking provision is 25 spaces less and car parking rates are generally in accordance with the Concept plan approval.

Accordingly, the proposed modifications are consistent with the Oakdale Central Concept Plan controls.

4.3 Fairfield Development Control Plan 2006

Chapter 9 of the Fairfield DCP provides development controls for industrial development. An assessment of the both the *CENTRAL Concept Plan* and the *DHL Project* (as modified) against the relevant provisions of the Fairfield DCP is provided in the following table.

Table 4.2: Fairfield DCP Compliance

DCP Section	Issue	Key Development Standards	Complies (Yes or No)	Comment (Nb. 'Proposal' refers to both the CENTRAL Concept Plan and the DHL Project)
9.1	Site Dimensions	<ul style="list-style-type: none"> Lot Frontage; Lot Size. 	Yes	<ul style="list-style-type: none"> Proposal complies
9.2	Setbacks	<ul style="list-style-type: none"> Min. setback 10 metres (generally) 	Yes	<ul style="list-style-type: none"> Proposal complies
9.3	Car Parking, Vehicle and Access Management	<ul style="list-style-type: none"> General; Car Parking Requirements; Loading Facilities; On-site Manoeuvring; Vehicle Access; Pedestrian Movement; Splay Corners. 	No	<ul style="list-style-type: none"> Proposal complies with all standards, except car parking rates which are assessed against the Concept Plan controls;
9.4	Advertising Signs	<ul style="list-style-type: none"> Advertising provisions 	Yes	<ul style="list-style-type: none"> Assumed compliance, however signage details yet to be fully determined. See Section

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DCP Section	Issue	Key Development Standards	Complies (Yes or No)	Comment (Nb. 'Proposal' refers to both the CENTRAL Concept Plan and the DHL Project)
9.5	Streetscape Amenity	<ul style="list-style-type: none"> • Landscaping; • Traffic Management; • Building Materials; • Hours of Operation; • Residue Land. 	Yes	<ul style="list-style-type: none"> • Proposal complies
9.6	Additional Controls for Specific Activities	<ul style="list-style-type: none"> • Storage Yards 	Yes	<ul style="list-style-type: none"> • Storage and service areas to be effectively screened.

4.4 SEPP (Western Sydney Employment Area) 2009

Part 4 of the *SEPP (Western Sydney Employment Hub) 2009* requires that consent must not be granted for development of land within the Western Sydney Employment Area unless a development control plan (or Precinct Plan) applies to that land, unless as otherwise agreed in writing by the Director-General. Given the status of the Approved Concept Plan for Oakdale Central it is deemed that the Oakdale Central Approval adequately addresses all matters of consideration in Schedule 4 to enable the Director-General to confirm that the requirements for a Development Control plan have been satisfied.

Part 5 of SEPP (WSEA) 2009 provides 'Principal Development Standards' for development in the employment area. An assessment of the *DHL Project* against the development standards is provided in the following table.

Table 4.3: SEPP (WSEH) Development Standard Compliance

SEPP Clause	Issue	Key Development Standards	DHL Project Complies (Yes or No)	Comment (Nb. 'Proposal' refers to both the CENTRAL Concept Plan and the DHL Project)
21	Design	<ul style="list-style-type: none"> • High quality design; • High quality landscaping. 	Yes	<ul style="list-style-type: none"> • Complies
22	Sustainability	<ul style="list-style-type: none"> • Water use efficiency; • Energy efficiency. 	Yes	<ul style="list-style-type: none"> • Complies
23	Height of Buildings	<ul style="list-style-type: none"> • Heights to consider visual impact and topography 	Yes	<ul style="list-style-type: none"> • Complies
24	Rainwater Harvesting	<ul style="list-style-type: none"> • Rainwater harvesting infrastructure to be provided 	Yes	<ul style="list-style-type: none"> • Complies
25	Development Adjoining	<ul style="list-style-type: none"> • Development within 250m of 	N/A	<ul style="list-style-type: none"> • Closest residential area is 500m from <i>Oakdale</i>

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SEPP Clause	Issue	Key Development Standards	DHL Project Complies (Yes or No)	Comment (Nb. 'Proposal' refers to both the CENTRAL Concept Plan and the DHL Project)
	Residential Land	residential area to consider impacts		CENTRAL;
26	Development involving Subdivision	<ul style="list-style-type: none"> • Land fragmentation; • Employment land supply impacts; • Access to roads and services 	Yes	<ul style="list-style-type: none"> • Proposed subdivision maximises employment land potential of the site, given regional road alignments
27	Public Utility Infrastructure	<ul style="list-style-type: none"> • Required infrastructure to be provided, including potable water, electricity, gas and sewerage. 	Yes	<ul style="list-style-type: none"> • Proposal provides comprehensive infrastructure servicing strategy in accordance with approved Concept Plan and Project;

4.5 Other Environmental Planning Instruments

The proposed modifications do not alter the project's compliance or consistency with any other applicable environmental planning instrument, including:

- *SEPP 33 – Hazardous and Offensive Development;*
- *SEPP 55 – Remediation of Land;*
- *SEPP 64 – Advertising and Signage;*
- *Draft SEPP 66 – Integration of Land Use and Transport;*
- *SEPP (Major Projects) 2005; and*
- *SEPP (Infrastructure) 2007.*

5 CONSULTATION AND IDENTIFICATION OF KEY ISSUES

Development of the proposed modification to the Oakdale Central Concept Plan and DHL Project has been the subject of consultation with government authorities and service providers.

Based on this consultation, it is considered that the relevant stakeholders have gained a good appreciation of the key issues relevant to the proposed modifications. Stakeholders consulted, and the key issues raised by or considered to be of relevance to these stakeholders, are listed in the following table.

Table 5.1: Consultation and Issues Raised

Stakeholder	Key Issues
Government Authorities	
Department of Planning	General planning and environmental issues; infrastructure planning and funding
Roads and Traffic Authority	Road design; traffic and transport; road funding
Fairfield City Council and Blacktown Council	General planning and environmental issues; Traffic and transport, infrastructure funding and contributions; biodiversity; soil and water; visual amenity (design and landscaping)

6 ENVIRONMENTAL EFFECTS

6.1 Director Generals Requirements

The following is a list of the Director Generals Requirements and where they have been addressed in this EA.

Table 6.1: Director General Assessment Requirements

Director General Requirement	Addressed in
General Requirements	
Executive Summary	Refer Executive Summary
Detailed Description of the proposal including: <ul style="list-style-type: none"> - need for the proposed modification - alternatives considered - plans detailing the new building sizes, handstand areas and estate roads 	Refer Section 3.0
Consideration of any relevant statutory provisions including whether the proposal is consistent with the objects of the <i>Environmental Planning and Assessment Act 1979</i>	Refer Section 4.0
General overview of all the environmental impacts of the proposal, identifying the key issues for further assessment	Refer Section 6.0
Detailed assessment of the key issues specified below, and any other significant issues identified in the general overview of the environmental impacts of the proposal (see above), which includes: <ul style="list-style-type: none"> - a description of the existing environment - an assessment of the potential impacts of the proposal, including cumulative impacts - a description of the measures that would be implemented to avoid, minimise, mitigate, offset, manage and/or monitor the impacts of the proposal - a statement of commitments, outlining environmental management, mitigation and monitoring measures; and - a signed statement from the author of the Environmental Assessment certifying that the information contained in the report is neither false nor misleading 	Refer Section 6.2 – 6.7
Key Issues:	
Traffic: <ul style="list-style-type: none"> - an assessment demonstrating that the revised layout of the estate roads has the capacity to accommodate all business park traffic; - an assessment demonstrating that the modifications would allow for the provision of future regional roads, in particular that the proposal is consistent with the current strategic planning work being undertaken by the Department and the proposed road alignments outlined in the SEPP (Western Sydney Employment Area) Transport and Arterial Road Infrastructure Plan Map 	Refer Section 6.2
Site Layout and Design: <ul style="list-style-type: none"> - details of the subdivision of the site, including amendments to the DHL Logistics Hub layout and the estate road allotments; - a demonstration that the proposal is generally consistent with the Concept Plan approval, and justify any inconsistencies 	Refer Section 3.1 and 3.2
Visual Impacts:	Refer Section 6.3

- including the design and articulation of the buildings and impacts on the views and amenity of the area and measures to mitigate these impacts
-

Noise: Refer Section 6.4

- including construction, operation and traffic

Flora & Fauna: Refer Section 6.5

- including details of potential impacts to and mitigation measures proposed for the protection and enhancement of the riparian zone

Soil & Water: Refer Section 6.6

- including the proposed erosion & sediment controls (during construction); the stormwater management system (during operations) flooding impacts, and surface water quality impacts.

6.2 Traffic

Specialist traffic consultants Traffix Pty Ltd, who conducted the traffic impact assessment for the original Environmental Assessment, have undertaken a review of the potential impacts associated with the proposed modifications (see Appendix E).

Oakdale Central Concept Plan

It is expected that the traffic generation associated with the Concept Plan as modified would remain unchanged. The key changes would be the need to construct:

- Old Wallgrove road with a new North – south connection between Archibold Road and the Chandos Parkway; and
- Old Wallgrove Road with the proposed Chandos Parkway.

These intersections would be able to be constructed within the road reservations that have been provided and accordingly, the Concept Plan as modified would be able to be developed subject to appropriate staged road and intersection upgrades. The extent of the upgrading would be able to be assessed at Project Application stage/s.

DHL Project

Traffic Generation:

Based on DHL operational data and an assessment of RTA trip generation rates for warehouses and ancillary offices, the following traffic generation has been adopted for the purposes of assessment:

- 84 vehicle trips per hour in the morning peak (66 in, 18 out);
- 84 vehicle trips per hour in the evening peak (18 in, 66 out)

These generation rates are based on known operational requirements and are also substantially less than the rates adopted for the original project application based on the RTA generation rate of 15 trips per hectare.

Impact on External Road Network:

Notwithstanding the above, the level of service of the intersection of Wallgrove Road and Old Wallgrove road was assessed with the original approval. The results (including the DHL project) were as follows:

- Level of Service (LOS) of E in the am peak; and
- LOS of F in the pm peak.

It is therefore evident that the intersection performance deteriorates, demonstrating the need for improvements as embodied in the RTA's forward planning for the Western Sydney Employment Area based on contributions by developers. Importantly the expected traffic generation rates of the project as modified are expected to be less than that of the current approval and therefore the impact on the external intersection is expected to lessen. It is therefore concluded by Traffix that no additional improvements are required at this intersection beyond those already proposed. However, the proposed modifications would require the following improvements to be conditioned as part of the approval:

- *The estate road serving the Project Application No.1 forms a T junction with Old Wallgrove Road. It is recommended that this intersection incorporate a passing lane for southbound traffic on Old Wallgrove Road having regard for the expected short term peak activity at shift changeover times; as well as its use by B Doubles. It is proposed that a passing bay be provided for southbound traffic to enable passing of vehicles waiting to turn right into the site. This would need to incorporate a 6 meter wide southbound carriageway with appropriate diverge and merge tapers based on the RTA's Road Design Guide. This will require 25 meter long tapers (both sides) with a 40 meter long passing lane. Based on estate road entry by a 25 meter B double. This local widening can occur within the proposed 40 meter road reserve and it is noted that this intersection will be upgraded in the long term, in order to deliver the road hierarchy proposed under the Oakdale Concept Plan;*
- *Old Wallgrove Road traverses the bridge over the Sydney Water pipeline and this will need to be designed to accommodate a 7m wide road carriageway. The horizontal and vertical geometry at this bridge will however need to be assessed and improvements only undertaken if they are required to achieve compliance with relevant standards and guidelines, including RTA's Road Design Guide. This appears to be achievable without widening the existing structure (subject to further detailed assessment); and*
- *Old Wallgrove Road will need to be widened to a width of 7m between the estate road and roberts road. Local widening at bends may also be required to safely accommodate B doubles and this will need to be determined at the detailed design (cc) stage.*

A 7m wide carriageway would have sufficient mid-block capacity to accommodate the expected traffic volumes.

Access & Internal Design:

The proposed access and internal circulation is deemed to be appropriate and would result in a very good level of safety, convenience and amenity.

Car Parking:

Car parking provision is generally in accordance with the approved concept plan car parking rates of 1 per 200m² for warehouse and 1 per 40m² for office space.

Given the above, with regard to the proposed modifications, Traffix make the following conclusions:

- *The traffic generation arising from Project Application No.1 (84 veh/hr combined in both directions at peak times) can be accommodated on the road network with a 7.0m wide road carriageway along Old Wallgrove Road, providing single lane traffic flow in each direction. This will require improvements to some existing sections of Old Wallgrove Road (including the*

bridge over the Sydney Water Supply Pipeline), subject to a detailed road conditions audit. The traffic generation is substantially less than was predicted (and is implicit) under current approvals;

- *The intersection of the Estate road provides safe access, subject to provision of a passing lane as an interim arrangement, pending implementation of the long term hierarchy;*
- *Parking is provided for 381 spaces which is substantially more than required under the RTA's guidelines (188 spaces) and less than Fairfield Council's requirements (711 spaces). This will ensure that on-street parking does not occur;*
- *The proposed means of site access is considered satisfactory and traffic will be able to enter and exit the site safely and efficiently in a forward direction, including B-doubles. In addition, cars and heavy vehicles are physically separated to a significant extent.*
- *The internal design arrangements comply with the requirements of AS 2890.1 and AS 2890.2 and will accommodate all required vehicles. The detailed design of this facility, including driveway crossing levels and on-street parking controls, will need to be reviewed prior to construction; and*
- *Provision will be made for visitors as well as disabled parkers.*
- *It is therefore concluded that the proposed development (modification) is supportable on traffic planning grounds and the proposed development will operate satisfactorily. Indeed, it will result in an overall improvement when compared with the approved development under Project Application No.1.*

The full report is contained in Appendix E, however it is deemed that the project as modified is supportable on traffic grounds and would result in no significant additional impacts from those in the approved Project.

6.3 Visual Amenity

The visual impacts and proposed landscaping for the project as modified would be generally consistent with the original project.

Visual Impact

The Oakdale Central and DHL sites are located a reasonable distance from the nearest sensitive receivers with the nearest being residences 500m to the south-east. The most significant views of the site being from the nearby roads in the area, particularly Old Wallgrove Road and the future regional roads.

Careful consideration has been given to the presentation of the proposed modified project to Old Wallgrove Road and future regional roads. In terms of bulk and scale of the project, there would be no significant changes since the building floor levels are to be generally the same and the ridge height for each building would not change. Due to the topography of the land, the development would also be located typically some 5-6m below the Old Wallgrove Road level, which serves to dramatically reduce the impact of the proposed development when viewed from the street. In addition, the design of the facilities has been developed to ensure they would be of a high quality presentation, consistent with the Concept Plan design. Appropriate landscape setbacks and landscape corridors are provided to further manage visual amenity and ensure the estate has a high quality presentation.

Building Façade Treatment

The façade treatment for the building elevations is proposed to be modified from typically full height precast concrete to a concrete dado (2.4m) and metal sheeting above. The architectural intent is for the dado to be a darker colour to reduce the appearance of scale of buildings. The metal sheeting is to have soft colours of varied tones to provide interest to the length of the

facades. A typical façade is shown in Figure 15 below. These techniques will serve to reduce the visual impact of the facilities.

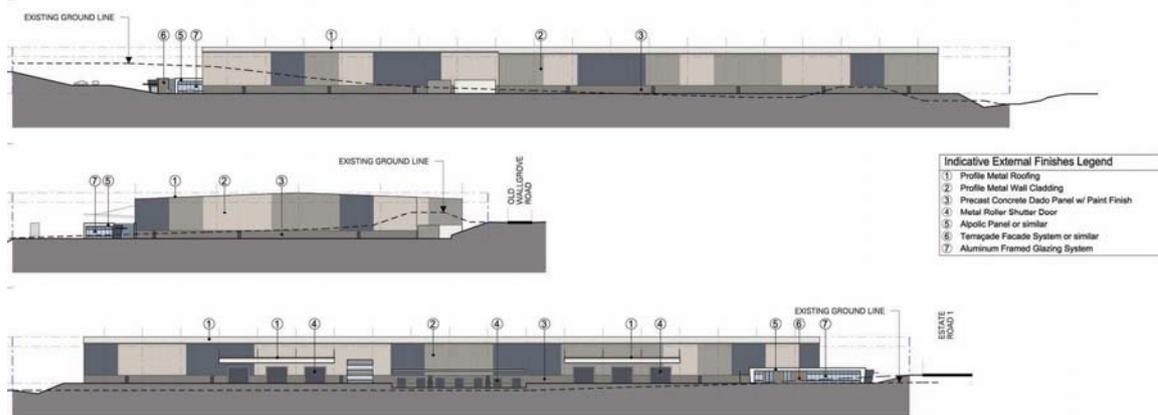


Figure 15: Typical elevation showing façade treatment

Landscaping

The landscape plans for the DHL project as modified are included in the Appendix (L01 – L07). Generally, landscape areas would be 10m from Old Wallgrove Road, 10m from the future Chandos Parkway, and 3.5m from the new Estate road. The landscape design will ensure that the development results in an attractive presentation to the future public domain enhancing the visual amenity of the area. Key measures include:

- use of endemic and ecologically appropriate tree species; and
- use of vegetation to screen buildings particularly from Old Wallgrove Road.

It is also noted that the approved Concept Plan requires that a revised landscape report be submitted for the Oakdale Central Concept Plan. This report is to provide more information on the integration of riparian vegetation, stormwater management, public open space, recreation facilities and pedestrian and & cycleways. The Statement of Commitments includes a commitment to prepare this for the Concept Plan as modified.

All external lighting will be designed in accordance with *AS4282 Control of Obtrusive Effects of Outdoor lighting*.

There is no signage as part of this application.

6.4 Noise

The original Environmental Assessment for the project included a noise impact assessment undertaken by Wilkinson Murray Pty Ltd, which assessed the potential operational noise impacts on nearby sensitive receivers.

Wilkinson Murray has undertaken a review of the proposed modification (See Appendix D) and identified that the key difference between the project as modified and the original proposal is that the building (Warehouse 2) is proposed to be air-conditioned. This would result in the addition of approximately 6 air conditioning units located on the roof of this building which would be required to be operational 24 hours a day. This additional noise source may require acoustic treatment to avoid and exceedance of noise disturbance criteria. It is therefore recommended by Wilkinson Murray that that this be assessed at detailed design phase to ensure appropriate noise

attenuation (if required) is incorporated in the design. This will be included in the Statement of Commitments.

Given this advice, it is considered that the project as modified would not result in any significant additional operational noise impact from that in the approved Project.

6.5 Flora & Fauna

A detailed Ecological Assessment was undertaken for the Draft ESTATE Concept Plan which assessed existing flora and fauna across the whole of the Oakdale Estate including the Oakdale CENTRAL site. The Oakdale Central site has been largely cleared and the past use of the site has mainly been grazing. Quarry operations have been conducted in the eastern portion of the site however have now ceased. The key vegetation communities are shown on Figure 16 and include:

- 1.15 hectares of Swamp Oak Floodplain forest along Ropes Creek;
- 0.35 hectares of degraded woodland to the west of Oakdale Central;
- 0.81 hectares of wetland vegetation around farm dams; and
- 1.50 hectares of exotic sedge.

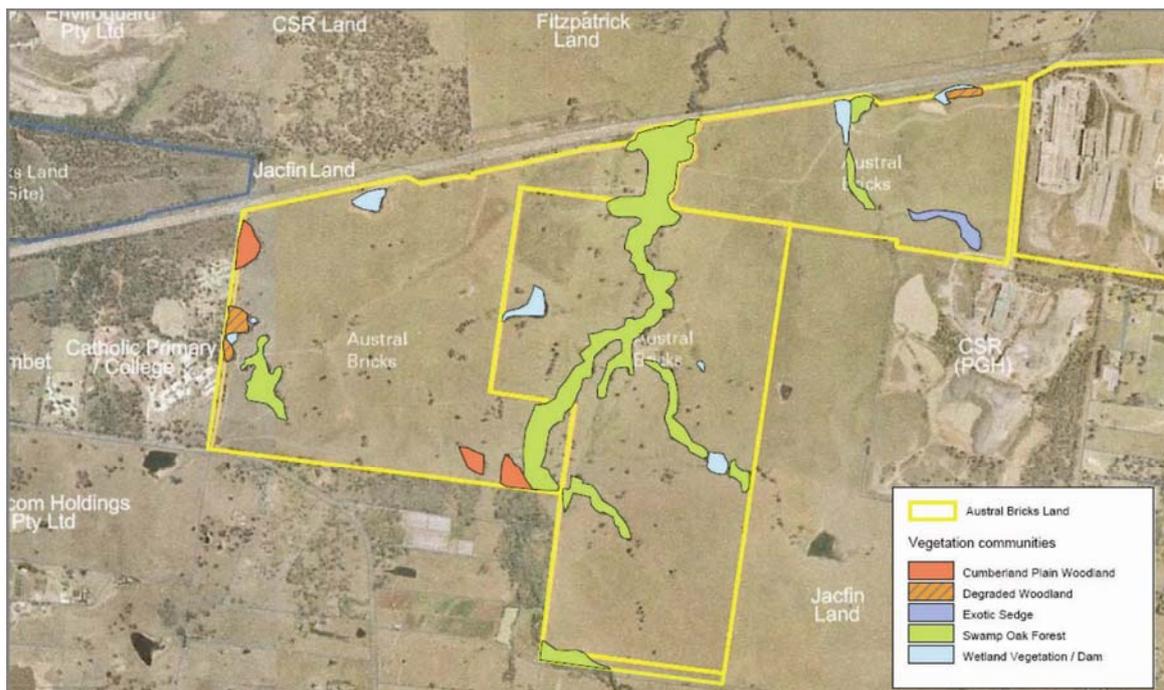


Figure 16: Vegetation Communities for Oakdale Estate

Development of the Oakdale Central project as approved would require the removal of ~1.35ha of native vegetation including Swamp Oak Floodplain Forest (0.19ha), degraded woodland (0.35ha) and wetland vegetation (0.81ha). The 1.5 hectares of exotic sedge has been removed as part of the works associated with the approved Bedford Quarry. To compensate for the clearing of this vegetation, Goodman is required to revegetate an area of 4.27ha as shown in Table 6.2 below.

Table 6.2: *Oakdale Central: Vegetation offset and enhancement strategy*

Vegetation Community	Existing Area (ha)	Area to be cleared (ha)	Minimum area to be revegetated (ha)	Offset Ratio	Total Net Area (ha)
Swamp Oak Forest	1.15	0.19	2.50	13:1	3.46
Degraded Woodland	0.35	0.35	0	-	0
Exotic Sedge	1.50	1.50	0	-	0
Wetland Vegetation / Farm Dams	0.81	0.81	0.81	1:1	0.81
Total	3.81	2.85	3.31	-	4.27

These significant revegetation and enhancement works would be undertaken along Ropes Creek and its tributaries in order to offset the loss of vegetation identified in Table 6.2. and would be conducted as part of a vegetation management plan (VMP) as required in the approved project. The Concept Plan as modified would require relocation of the creek crossing to a point further downstream to the south – lessening the potential impact on existing vegetation in the riparian corridor. The vegetation offset and enhancement strategy as modified is shown in Table 6.3.

Table 6.3: *Oakdale Central: Vegetation offset and enhancement strategy*

Vegetation Community	Existing Area (ha)	Area to be cleared (ha)	Minimum area to be revegetated (ha)	Offset Ratio	Total Net Area (ha)
Swamp Oak Forest	1.15	0.09	1.17	13:1	2.32
Degraded Woodland	0.35	0.35	0	-	0
Exotic Sedge	1.50	1.50	0	-	0
Wetland Vegetation / Farm Dams	0.81	0.81	0.81	1:1	0.81
Total	3.81	2.85	3.31	-	3.13

As can be seen the required clearing of Swamp Oak Forest has been reduced from 0.19 to 0.9 hectares. A plan showing the extent of the VMP area for the concept Plan as modified is shown in Figure 17 (OAK CP1 04 (A)) and demonstrates that notwithstanding the reduced clearing, an area of 4.27 hectares would be revegetated and enhanced under a VMP as per the original approval.

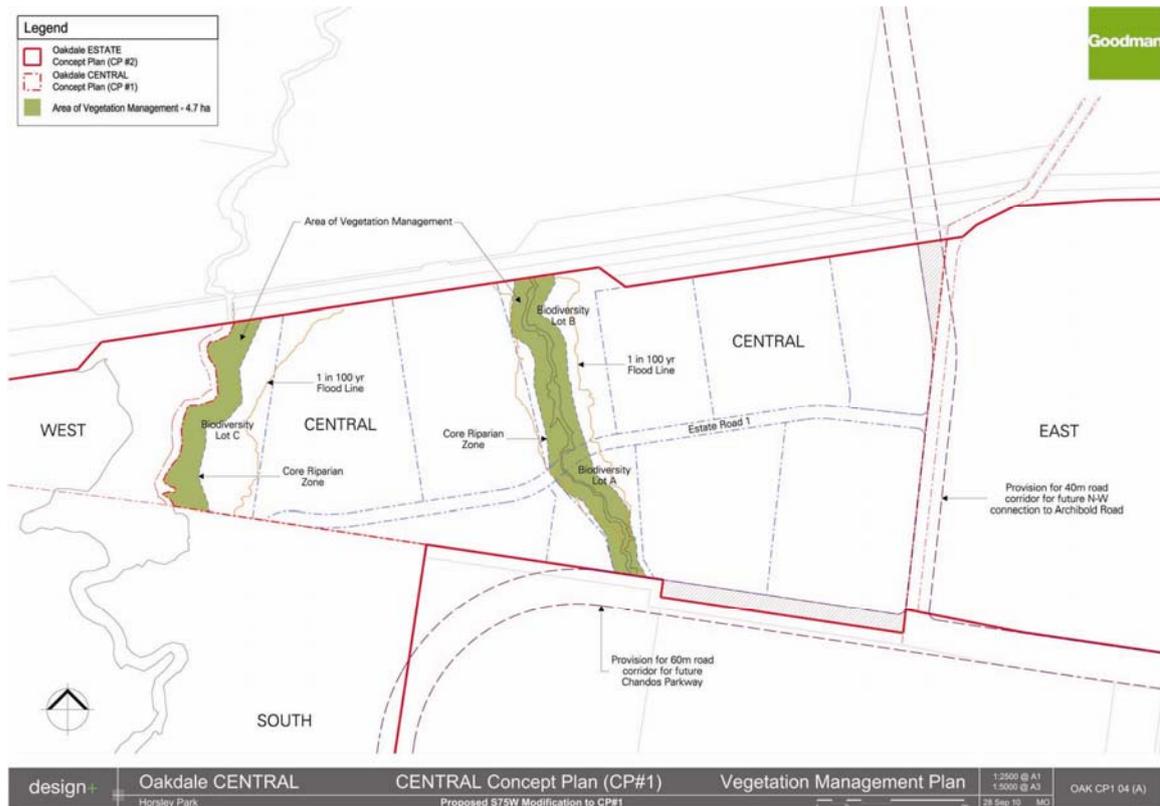


Figure 17: Vegetation Management Plan

There were no threatened flora and fauna species identified within Oakdale Central.

DHL Project:

While the site area has increased slightly for the DHL project as modified, this area contains very little vegetation, with the vast majority being either pasture, or already excavated under the approved Bedford Quarry works. In addition, no threatened flora and fauna species were identified within this area. Notwithstanding this, Goodman is required under the original project approval to prepare a vegetation management plan for the conservation of 4.27 hectares of vegetation.

The Concept Plan and DHL project as modified would remain generally consistent with the vegetation impacts in the approved Concept Plan and Project Application and therefore it is not expected that there will be any significant direct or indirect impacts on the flora and fauna from that in the original approval. In accordance with the approved Concept Plan and Project, A Vegetation Management Plan (VMP) would be developed and implemented for the project incorporating the proposed offset strategy.

6.6 Soil and Water

The proposed modifications would not significantly alter the project’s soil and water impacts.

Sediment & Erosion Control

The proposed modifications have been incorporated in a revised Erosion and Sediment Control Plan see Appendix B and Figure 17 and 18.

The revised general erosion & sedimentation control strategy is as follows:

- Before bulk earthworks operations commence the appropriate soil & water management measures are to be implemented as detailed in the ESCP. New sediment basins, an existing sediment basin and other erosion control measures as detailed on the ESCP make up the sediment & erosion control measures required for the management of the soil & water management measures as detailed on the ESCP.
- Stage 1 of the proposed strategy for soil & water management associated with the Oakdale Central (East) Precinct Estate Works including Pads 1A and 2A utilises the existing sediment basin within the Central Precinct. This basin currently treats stormwater discharge from the existing Austral Brickworks located on the eastern side of Old Wallgrove Road. This sediment basin will be modified and then utilised to capture sediment associated with the proposed earthworks required for Pad 1A and Pad 3 (or part thereof).
- A new sedimentation basin will be utilised to capture sediment from Pad 2A and Pad 4 (part thereof) will also be constructed as detailed on the ESCP.
- Ultimately the stormwater run-off from the Austral Brickworks will need to be considered in the Central Precinct stormwater management strategy. In the interim, during earthworks operations, the stormwater run-off from the Austral Brickworks will drain to a new sedimentation basin (refer ESCP). This interim arrangement will need to be maintained until the permanent stormwater management strategy is in place.
- Stage 2 of the proposed strategy for soil & water management associated with the Oakdale Central (East) precinct will utilise the embankment formation works of the proposed bio-retention basin as a sediment basin for the bulk earthworks associated with Pad 3 (part thereof), Pad 4 (part there of) and Pad 5 as detailed on the ESCP. This stage of the works will also include the decommissioning of sediment basins utilised in Stage 1.
- Completed batters, pipeline excavation extents and access road verges will be topsoiled and seeded as soon as the earthworks operations have been completed in accordance with the ESCP.

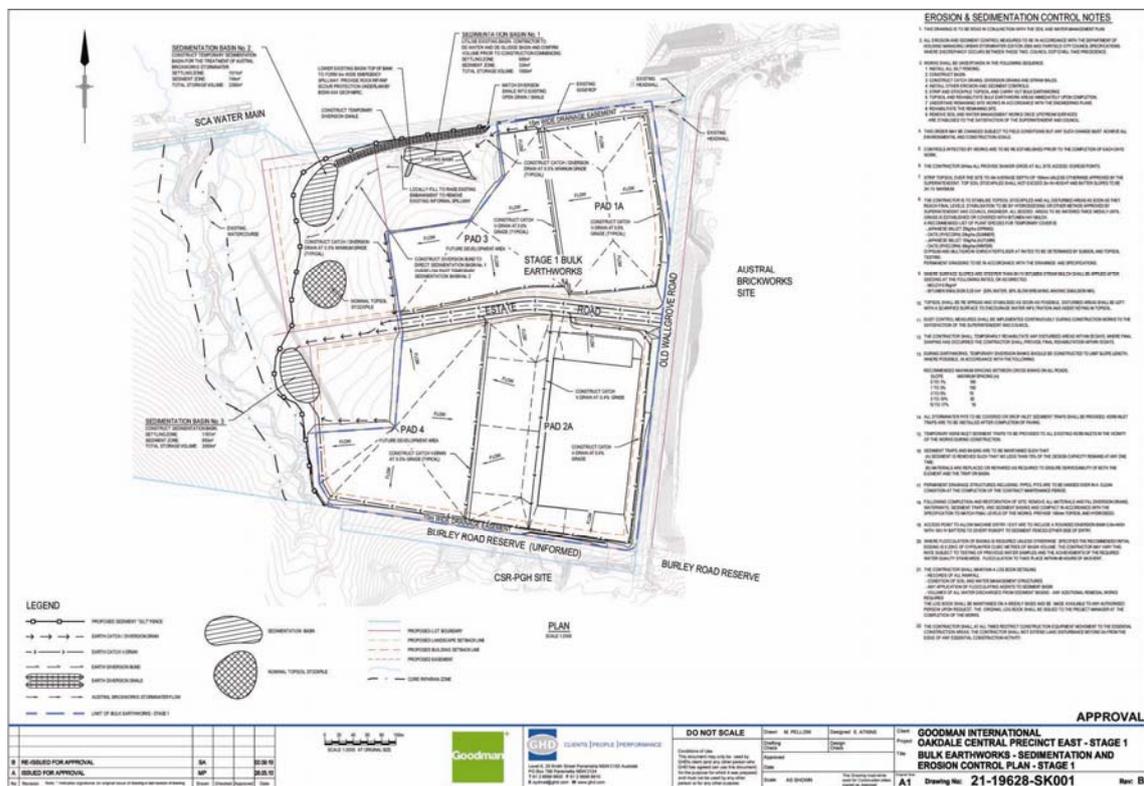


Figure 18: Stage 1 Erosion & Sediment Controls

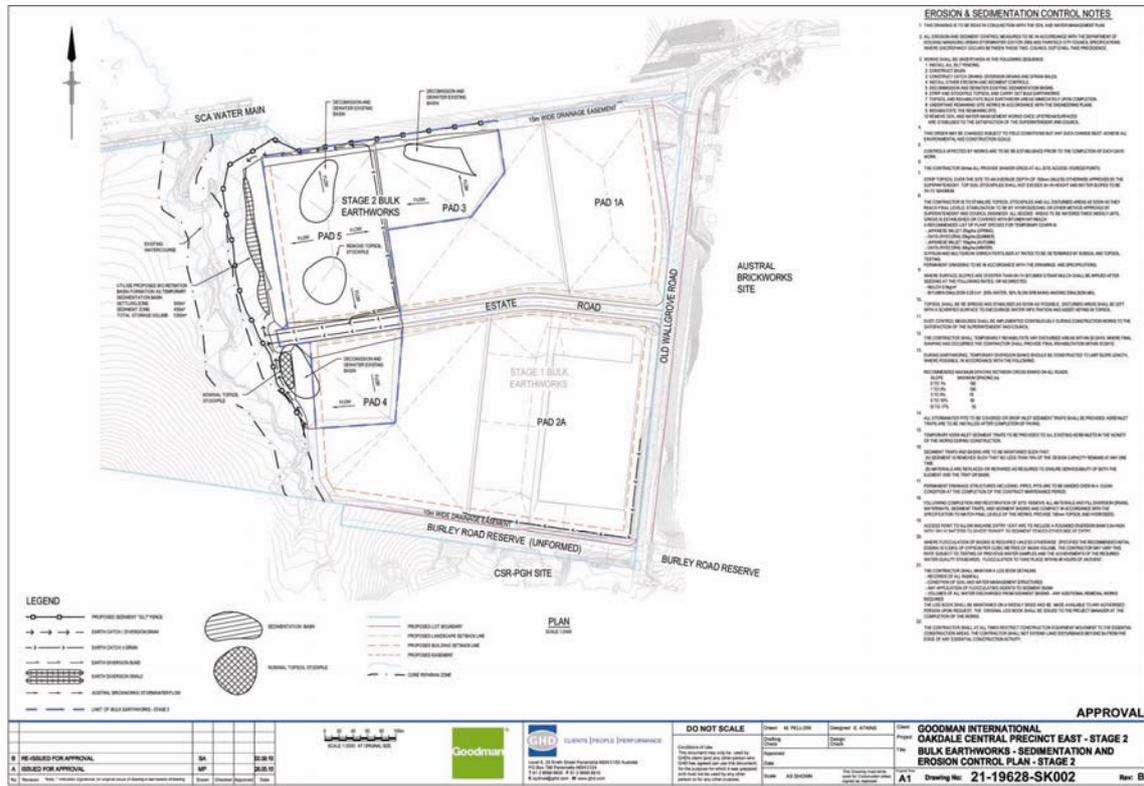


Figure 19: Stage 2 Erosion & Sediment Controls

Accordingly, the proposed sediment & erosion controls, implemented as per the Soil & Water Management plan outlined in the GHD report (Appendix B) will ensure sediment & erosion control is appropriately managed.

Stormwater Management Plan

All stormwater drainage development on Oakdale Central and for the DHL project would be undertaken in a manner that is generally consistent with the Oakdale Estate WSUD Strategy. In particular, stormwater infrastructure would be designed to meet the following criteria:

- Stormwater quantity:
 - Post development flows to match pre-development flows;
 - On-lot precinct level detention systems to achieve:
 - On-site detention of 250 m³/hectare; and
 - Permissible site discharge of 140 l/s/hectare;
- Stormwater quality:
 - Total suspended solids: 85% reduction;
 - Total phosphorus: 65% reduction;
 - Total nitrogen: 45% reduction; and
 - Gross pollutants: 90% reduction.

Water quality and quantity modelling has been updated in the Oakdale Concept WSUD Strategy (Appendix C) to reflect the revised layout and demonstrates that the development of the Oakdale Estate would comfortably meet this criteria.

The Stormwater Management Strategy for the DHL project as modified has been designed in a manner that is consistent with the overall Oakdale Estate WSUD Strategy prepared by GHD Pty Ltd. A plan outlining the stormwater management strategy for the DHL facilities is shown in Figure 19 and Appendix C. The key elements of the drainage system include:

- A vegetated swale along the northern boundary with a typical width of 15m, draining to a precinct bio-retention basin (Basin 1);
- Formalisation of the drainage channel on the southern boundary into a vegetated swale with a typical width of 10m, draining to the Ropes Creek Tributary; and
- On-site detention provided to each of the proposed facilities (i.e. each individual development allotment).



Figure 20: DHL Project Stormwater Management Strategy Plan

As identified in the original EA, the drainage channel along the southern boundary of the site is identified as a Category 3 stream in the Oakdale ESTATE Riparian Areas Assessment. Flows in this ephemeral stream are largely curtailed at present as most of its catchment forms part of the upstream CSR quarry which captures and retains water as part of its quarry water management.

With regard to stormwater quantity, the DHL facilities provide for on-site (i.e. on-lot) detention, with tank sizing in accordance with the Concept Plan WSUD parameters – i.e. 250m³/ha for detention with a permissible site discharge of 140 L/s/ha. This would ensure that post-development flows are restricted to mimic pre-development flows.

Regarding stormwater quality, the proposed stormwater scheme for the DHL facilities has been modelled in the DHL Stormwater Management Strategy using MUSIC software. The results of the analysis are summarised in the following table, and indicate that the DHL facilities would comfortably comply with the stormwater quality criteria in the approved Concept Plan.

Table 6.3: Water Quality Modelling Results

Pollutant	Sources	Residual Load	Reduction	Reduction Criteria
Total Suspended Solids (kg/yr)	40,600	5,070	87.5 %	85 %
Total Phosphorus (kg/yr)	66.3	20.3	69.3 %	65 %
Total Nitrogen (kg/yr)	494	270	45.4 %	45 %
Gross Pollutants (kg/yr)	7,240	0 (approx)	99 % (approx)	90 %

In accordance with the commitments (and conditions of consent) in the Oakdale Central Concept Plan, and following on from the DHL Stormwater Management Strategy, Goodman would prepare a detailed Stormwater Management Plan for the DHL facilities, in consultation with Fairfield Council and to the satisfaction of the Director-General.

Additional Stormwater Management Plan/s would be prepared for the other estate works (i.e. estate roadworks), prior to the commencement of construction of these works, to the satisfaction of the Director-General.

Flooding:

The DHL facilities as modified do not involve any development within the flood affected area, with the proposed buildings located well above the 1 in 100yr flood level. The projects stormwater bio-retention basin would also be located wholly above the 1 in 100yr flood level.

The wider estate works involve a bridge crossing for the internal estate road over the Ropes Creek tributary in the middle of the Oakdale Central site. The location of this bridge has been adjusted slightly due to the revised layout however nonetheless the bridge would be constructed above the 1 in 100yr flood level, with a nominal freeboard of 0.5m. The bridge crossing would be undertaken in accordance with a detailed Watercourse Management Plan which would include demonstration that the proposed bridge would not have a detrimental impact on surface water flows and flooding.

Soil & Water Pollution:

The DHL facilities, as modified would not involve processes that entail a significant risk of soil or water pollution. Notwithstanding, the potential for soil & waster pollution would be mitigated by:

- Implementation of the stormwater management strategy outlined above; and
- Storage of all dangerous goods and hazardous materials in accordance with the Dangerous Goods Code and AS 1940-2004: The storage and handling of flammable and combustible liquids.

A Dangerous Goods Assessment has been conducted on the project as modified and is included in Appendix F.

Sewerage Management:

The project as modified would adhere to the Sewerage Management Strategy as approved in the original Concept Plan.

In accordance with the approved Concept Plan and Statement of Commitments, Goodman would prepare a detailed Recycled Water Irrigation Management Plan for the DHL Project as modified, in consultation with the DECC and Fairfield Council, and to the satisfaction of the Director-General.

6.7 Other Environmental Issues

An assessment of the other environmental issues associated with the proposed modification against those with the original project is included in Table 6.3.

Table 6.4: Assessment of Other Environmental Issues

Issue	Comment
<i>Air Quality & Odour</i>	The proposed modifications would not significantly alter the project's air quality impacts.
<i>Greenhouse Gas & Energy Efficiency</i>	The proposed modifications are not expected to result in any significant changes to the greenhouse gas emissions from the proposed facilities. However this will be addressed in detail as part of the Greenhouse Gas Management Plan required under the approved Project.
<i>Aboriginal Heritage</i>	The proposed modifications would not alter the indigenous or non-indigenous heritage impacts of the project.
<i>Wastes & Hazards</i>	The proposed modifications would not alter the hazards associated with the project. As discussed in Section 6.6, a DG Assessment has been included in Appendix B.

7 MODIFICATIONS TO CONSENT

In order to implement the proposed modifications to the approved development, this Section 75W application seeks approval from the NSW Department of Planning to modify the following conditions of the Notice of Determination, MP 08_0065 and MP 08_0066 as follows (with deleted words in ~~bold strikethrough~~ and additional shown in **bold italics**):

7.1 Oakdale Central Concept Plan Approval (MP 08_0065)

Insert the following into Condition 1:

As modified by 08_0065 MOD 1, prepared by Goodman Ltd and accompanying EA titled 'Proposed s75W Modifications to Oakdale Central & DHL Logistics Hub, Oakdale Industrial Estate, Horsley Park' dated October 2010'

Delete the following from Condition 4:

~~**Estate Road 4 shall be a temporary access road until the regional road network associated with the Western Sydney Employment Lands Investigation Area has been finalised. Note: the Director-General may require Estate Road 4 to be closed and an alternative access to the site to be provided.**~~

Insert the following into Condition 7:

(d) 08_0065 MOD 1, prepared by Goodman Ltd and accompanying EA titled 'Proposed s75W Modifications to Oakdale Central & DHL Logistics Hub, Oakdale Industrial Estate, Horsley Park' dated October 2010'

7.2 DHL Logistics Hub Project Approval (MP 08_0066)

Insert the following into Schedule 2, Condition 2:

(f) 08_0066 MOD 1, prepared by Goodman Ltd and accompanying EA titled 'Proposed s75W Modifications to Oakdale Central & DHL Logistics Hub, Oakdale Industrial Estate, Horsley Park' dated October 2010'

Delete existing Condition 13 (Schedule 2) and replace with:

~~**Within 12 months of this approval, the Proponent shall enter into a planning agreement with the Minister, in accordance with Division 6, Part 4 of the EP&A Act, and the terms of the offer made to the Department on 11 September 2008 by the Proponent which must include the matters set out in Appendix 5.**~~

Developer Contributions:

The Developer is required to make the following contributions:

Site 1A:

The developer is required to pay the amount of \$(number) prior to construction of Building 1A.

Site 2A:

The developer is required to pay the amount of \$(number) prior to construction of Building 2.

The developer is required to pay the amount of \$(number) prior to construction of Building 3.

Adjustment of the Developer Contributions

The amounts payable as set out in this condition 13 have been determined on the basis of the following formula:

\$180k x Net Developable hectare of the Site where:

\$180k is the present SIC levy

Net Developable Hectare will be regarded as the land occupied by development excluding the following:

- *Flood affected land below the 1 in 100yr flood level;*
- *Land zoned for Environmental Conservation E2;*
- *Land that is subject to existing approved or unlawful urban development (unless subject to new or intensified development or a change of land use zoning);*
- *Land set aside for publicly owned community facilities or community services provided under the provision of Section 94 of the EP&A Act;*
- *Land used for public schools, TAFE colleges and higher education facilities;*
- *Land used for publicly owned health facilities;*
- *Land used for ambulance stations, fire stations and police stations;*
- *Land used for bus depots, bus transfer stations; and*
- *Areas for facilities provided by the Water Supply Authority.*

Site is the Area identified on the approved plan of subdivision at the date of the approval of the plan of subdivision that created Site 1A and Site 2A

However, if at any time, before or after payment of the developer contributions referred to above the Site area changes as a consequence of an approved change to the plan of subdivision, then the amounts required to be paid as set out above are to be recalculated accordingly.

If the amounts above have been paid prior to an amendment to the oplan of subdivision and on recalculation of the required amount the developer has overpaid the contribution amount then, the difference will remain as a credit against any future contribution required in the Local government area. If the amounts above have been paid prior to an amendement to the plan of subdivision and on recalculation of the required amount the developer has underpaid the contribution amount then, the difference will be required to be paid by the developer within 21 days of written notice to the developer.

Chandos Parkway Road reservations

The developer is to dedicate Chandos Parkway Road reservation Lot 1 and Chandos Parkway Road Reservation Lot 2 upon written notice to it from the Road Authority that the lots are required for the purposes of any road project.

The developer is required to be paid compensation for the dedication of the Chandos Parkway Road reservation Lots 1 and 2 on the same basis as if the land had been compulsorily acquired on the date that written notice was provided in accordance with the above condition and compensation is to be determined on the basis of the principles for determine of compensation under the Land Acquisition (Just terms Compensation) Act 1979 as if that Act applied to dedication.

Voluntary Planning Agreement

In the alternative to the above conditions and, only if the Director – General agrees, then within 6 months of the date of the [modification] determination, the Developer is to enter into a voluntary planning agreement on terms no less favourable to the Minister to those set out in the developers offer letter dated 11 September 2008.

8 PROJECT JUSTIFICATION AND CONCLUSION

8.1 Consideration of Alternatives

Alternatives to carrying out the project as modified in the proposed manner include:

- developing the site to a lesser scale;
- developing the site to a higher scale;
- undertaking development for a different purpose on the site; and
- not undertaking the project at all.

In terms of project scale, it is noted that:

- the average site coverage for the project is 55%, which is below the 65% maximum site cover permitted under the *Oakdale Concept Plan Controls*;
- the proposed buildings has a maximum ridge height of 13.7 metres, which is the same as the original approval;
- the proposed building layout and scale of the project has been designed in accordance with the constraints of the site, and tailored to meet the specific requirements of DHL as part of the broader DHL Logistics Hub Campus; and
- the project will maximise the employment generating potential of the site which is consistent with the objectives of the Western Sydney Employment Hub.

Accordingly, it is considered that the proposed scale of the project as modified provides a reasonable balance between maximising the development and employment opportunities of the site whilst ensuring that the amenity of the surrounding area is not adversely affected.

In terms of potential alternative development purposes, it is noted that:

- the proposed building would be used for light industrial and warehousing/distribution purposes, which are permissible forms of development on the land;
- environmental assessment indicates that the project is able to be undertaken in a manner that would not adversely affect the environment or surrounding landusers; and
- the project best meets the specific tenant requirements and would result in generation of significant socio-economic benefits, including the creation of 314 direct full-time jobs.

Accordingly, it is considered that the proposed development purposes (ie. light industrial and warehousing/distribution) represent reasonable and orderly development of the land.

Not undertaking the project as modified at all is not considered to be a reasonable alternative, as:

- the land is subject to a Concept Plan and Project Approval (MP 08_0065 & 08_0066) to develop the site;
- the project is not predicted to have any significant impacts on the environment or surrounding landusers; and
- not undertaking the project would negate the project's significant socio-economic benefits, including the creation of 314 direct full-time jobs and a capital investment of \$80 million in the Western Sydney Employment Area.

8.2 Project Justification

The Oakdale Central Estate forms a key component of the lands south of the pipeline, which was identified in 2006 as part of the Western Sydney Employment Hub and subsequently rezoned for employment purposes under the SEPP (Western Sydney Employment Area) in 2009. The Western Sydney Employment Hub has been identified in the Sydney Metropolitan Strategy as a

key centre for employment growth in Western Sydney over the 25 year period to 2030 and is targeted to create up to 36,000 jobs for the people of Western Sydney.

The proposed modifications would allow commencement of the DHL Project on the Oakdale Central Industrial Estate, thus delivering the strategic planning goals for a considerable portion of the Western Sydney Employment Area. The project involves a capital investment in the estate of some \$80 million, and is expected to generate 150 jobs during construction and 314 direct jobs during operations.

Environmental assessment indicates that the proposed modifications are able to be conducted in a manner that would not result in any significant environmental impacts, or adversely affect the amenity of the surrounding area.

The site is well suited to the proposal, as it is zoned for employment uses, is subject to an existing approval to develop the site for employment purposes, and is capable of being serviced by all necessary infrastructure requirements.

On balance, it is considered that the project as modified represents the orderly and reasonable development of the land, and is therefore in the public interest.

8.3 Conclusion

It is considered that the proposed modifications to the Oakdale Central Industrial Estate and DHL Project are consistent with the project as approved by the Minister in January 2009, as:

- the project as modified remains compliant with the applicable development standards;
- the proposed modifications would involve minimal environmental impact; and
- the proposed modifications do not alter the purpose or general layout of the project.

Accordingly, it is considered that the project as modified represents orderly development of the land. It is respectfully requested that the Minister, having due regard to the information in this Environmental Assessment, approve the proposed modifications under section 75W of the EP&A Act.

PLANS

APPENDIX A

**DIRECTOR-GENERAL'S
ENVIRONMENTAL ASSESSMENT REQUIREMENTS**

APPENDIX B

SOIL & WATER MANAGEMENT PLAN

APPENDIX C

**WSUD STRATEGY &
STORMWATER MANAGEMENT PLAN**

APPENDIX D
NOISE ASSESSMENT

APPENDIX E
TRAFFIC ASSESSMENT

APPENDIX F

DANGEROUS GOODS ASSESSMENT

APPENDIX G

APPROVED STATEMENT OF COMMITMENTS

APPENDIX H

ENVIRONMENTAL ASSESSMENT FOR ORIGINAL CONCEPT PLAN & PROJECT APPLICATION

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