

**OAKDALE WEST ESTATE  
SSD 7348**

**S4.55(2) MODIFICATION  
NO 2**

**ENVIRONMENTAL  
ASSESSMENT REPORT**

12 DECEMBER 2019  
FINAL  
PREPARED FOR GOODMAN

**URBIS**

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

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# TABLE OF CONTENTS

Executive Summary .....	ii
1. Introduction .....	1
2. Background.....	3
2.1. Original SSD 7348 .....	3
2.2. SSD 7348 Mod 1.....	4
2.3. Consultation .....	5
2.3.1. Penrith City Council .....	5
2.3.2. Engagement with Neighbours & Authorities .....	6
2.4. DPIE Environmental Assessment Requirements .....	8
3. Site and Surrounding Context.....	13
3.1. The Site.....	13
3.2. Surrounding Context .....	13
4. Strategic Planning Framework.....	15
5. Proposed Modifications.....	16
5.1. Site Layout .....	25
5.2. Building Design .....	27
5.3. Building Height .....	28
5.4. Ecologically Sustainable Development.....	29
5.5. Landscape Design .....	30
5.6. Signage Strategy for Precinct 1 .....	33
5.7. Fitout .....	35
5.8. Civil Design Updates.....	35
5.9. Noise Wall.....	35
6. Amended Conditions.....	37
7. EP&A Act 1979 - Section 4.55(2) Assessment.....	45
7.1. Substantially the Same .....	45
7.1.1. Built Form.....	45
7.1.2. Traffic and Car Parking .....	47
7.1.3. Air Quality .....	48
7.1.4. Acoustic & Vibration.....	48
7.1.5. Visual Impact .....	49
7.2. Ministerial Concurrence .....	50
7.3. Section 4.15 Considerations.....	50
7.4. Consideration of Reasons for Approval .....	50
8. EP&A Act 1979 - Section 4.15 Assessment .....	53
8.1. Environmental Planning & Assessment Act 1979 .....	53
8.1.1. Consistency with Terms of the Concept Approval .....	53
8.2. Assessment of Environmental Planning Instruments .....	53
8.3. State Environmental Planning Policy No 64 – Advertising and Signage.....	57
8.4. Proposed Environmental Planning Instruments .....	60
8.5. Planning Agreements.....	60
8.6. Regulations .....	60
8.7. Likely Impacts of the Development.....	61
8.7.1. Built Form.....	61
8.7.2. Traffic and Car Parking .....	62
8.7.3. Air Quality .....	63

8.7.4. Acoustic & Vibration.....	63
8.7.5. Visual Impact Statement.....	65
8.7.6. Landscape .....	67
8.7.7. Stormwater Impacts .....	67
8.7.8. Site Water Balance .....	68
8.7.9. Preliminary Hazard Analysis.....	68
8.7.10. Biodiversity.....	69
8.8. Suitability of the Site .....	69
8.9. Submissions.....	70
8.10. Public Interest .....	70
9. Conclusion .....	71
Disclaimer .....	75

**Appendix A** Architectural Plans

**Appendix B** Landscape Plans

**Appendix C** Civil Designs

**Appendix D** Noise Impact Assessment

**Appendix E** Traffic Impact Assessment

**Appendix F** Fire Safety Strategy

**Appendix G** Waste Management Plan

**Appendix H** Visual Impact Assessment

**Appendix I** Preliminary Hazard Analysis

**Appendix J** Operational Noise Assessment – Independent Adequacy Review

**Appendix K** Landscape Character and Visual Impact Assessment – Independent Adequacy Review

**Appendix L** Air Quality Assessment

**Appendix M** Biodiversity Assessment

**Appendix N** Sustainability Management Plan

## FIGURES:

Figure 1 – Approved OWE Concept Masterplan .....	3
Figure 2 - Approved OWE Precinct 1 layout.....	4
Figure 3 – Oakdale West Location Plan .....	14
Figure 4 – Layout Options Considered.....	17
Figure 5 – Precinct 1 Approved Layout .....	26
Figure 6 – Precinct 1 Modified Layout .....	26
Figure 8 – Approved 13.7m Building Height Warehouse 1A South Elevation .....	28
Figure 9 – Proposed 36m Building Height Warehouse 1A South Elevation (top of ridge line excluding plant) .....	29
Figure 10 – Approved Landscape Layout.....	31
Figure 11 – Proposed Landscape Layout.....	32
Figure 12 – Approved Signage for Precinct 1.....	34
Figure 13 – Modified Signage Strategy for Precinct 1 .....	34
Figure 14 – Changes to Noise Wall.....	36
Figure 15 – Proposed Noise Wall .....	36
Figure 16 – Summary of Findings – E8 Urban VIA .....	66
Figure 17 – Indicative view along North South Link Road.....	67

**TABLES:**

Table 1 – Project Team .....	1
Table 2 – Community and Stakeholder Engagement – Issues and Responses .....	7
Table 3 – Type table caption here. ....	8
Table 4 – Site Description.....	13
Table 5 – Surrounding Development.....	13
Table 6 – Strategic Context .....	15
Table 7 – Development Data .....	24
Table 8 – Development Control Assessment .....	47
Table 9 – Reasons for Decision Table .....	50
Table 10 – Statement of Consistency with Environmental Impacts .....	53
Table 11 – SEPP 64 Compliance .....	58



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<b>Land Details</b>	2 Aldington Road, Kemps Creek  Lot 1 DP 663937, Lot 2 DP 1215268, Lot 6 DP 229784, Lot 2 DP 84578, Lot 3 DP 85393, Lot 11 DP 1178389, Lot 9 DP 1157476.
<b>Applicant Details</b>	Goodman Property Services (Aust) Pty Ltd
<b>Applicant Address</b>	Level 17, 60 Castlereagh Street, Sydney
<b>Project Summary</b>	<p>Confirmation for a future tenant of Precinct 1, and their specific operational requirements, has resulted in the need for minor amendments to the approved site layout of Precinct 1 and necessitates modifications to SSD 7348.</p> <p>Changes proposed will result in amendments to both the concept approval, and the Stage 1 approval conditions. An overview of the key changes to the proposed built form within stage 1 are included below:</p> <ul style="list-style-type: none"> <li>• Development controls to facilitate changes in built form</li> <li>• Acoustic controls</li> <li>• Approved Plans</li> <li>• Updated architectural plans</li> <li>• Updated Civil Plans</li> <li>• Updated landscape plans</li> </ul> <p>A complete and detailed overview of the changes are provided at <b>Section 4</b> of this report.</p>

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

- In accordance with the requirements of the Environmental Planning and Assessment Act 1979 (EP&A Act) and Environmental Planning and Assessment Regulation 2000 (EP&A Regulation);
- Containing all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates; and
- The information contained in this report is true in all material particulars and is not misleading.



Jacqueline Parker, 12 December 2019

# EXECUTIVE SUMMARY

This Environmental Assessment Report (**EAR**) accompanies an application to modify State Significant Development (**SSD**) approval number SSD 7348 (as modified) under section 4.55(2) of the Environmental Planning and Assessment Act 1979 (**the Act 1979**).

SSD 7348 approved the Concept Proposal and Stage 1 works relating to the overall development of the Oakdale West Estate (**OWE**) including the establishment of road layouts, site levels, subdivision and infrastructure delivery. Modification 1 which has been recently submitted to the Department of Planning, Industry and Environment (**DPIE**), will seek approval for minor amendments to Precinct 2, bioretention basins and other minor layout changes within the approved Master Plan and is herein referred to as MOD 1.

Confirmation for a future tenant of Precinct 1, and their specific operational requirements, has resulted in the need for minor amendments to the approved site layout of Precinct 1 and necessitates modifications to SSD 7348.

It is noted that changes proposed under this application, have been designed to accord with the changes proposed under MOD 1, which has been lodged with the DPIE and is currently under assessment.

Changes proposed will result in amendments to conditions specific to both the concept approval, and the Stage 1 approval. While both condition sets are intrinsically related, an overview of the key changes relating to each condition set is provided below.

## Concept Approval

Changes to the Concept Approval sought under this modification only, include:

- Development controls, including:
    - Increase in the maximum height of a portion of Building 1A from 13.7m to 36m (top of ridge line), and 39m (top of plant) to provide a 'high bay' to facilitate internal operations.
    - Amendments to the estate layout, specifically removing Estate Road 2 and addition of a new car park access driveway (left in left out) located off the Western North South Link Road.
    - Amendments to the building configuration of Precinct 1.
  - Acoustic controls
    - Update the  $L_{A1(1 \text{ minute})}$  dBA limits at nearby sensitive receivers to reflect current industry standards.
    - Approve an extension to the existing approved noise wall, which involves the following:
      - There is no change to the approved sections of 5 m high barrier.
      - At the northern end of the approved barrier, there is a section around 60 m in length which had a height of 2 m.
      - This 2 m high section has been extended to a height of 5 m for MOD 2.
  - An additional section of barrier to the north of this (around 30 m in length) has been added for MOD 2 with a height of 5 m
- Approved Plans, including:
- Update Architectural Masterplan drawing set in Appendix 1 to reflect the changed Precinct 1 configuration and building locations.
  - Update Civils Masterplan drawing set in Appendix 1 detailing changes in pad levels and Precinct 1 configuration.
  - Update Landscape Masterplan drawing set in Appendix 1 detailing changes resulting from the Precinct 1 configuration.
  - Remove reference to Appendix 2 (which contains Stage 1 Plans only).

## Stage 1 Approval

A specific breakdown of the proposed amendments sought under this application only, and relating to Stage 1, are provided below:

- Updated architectural plans to detail:
  - Construction of three warehouse buildings (Building 1A, 1B and 1C) containing four tenancies.
  - An area of future warehouse expansion for Building 1A only.
  - Reduction in combined GLA from 116,359 sqm to 89,680 sqm for Precinct 1 only.
  - Commensurate decrease in total GLA across the Estate from 476,000 sqm to 448,590 sqm (1.06% decrease).
  - Increase in the GFA from 116,359 sqm to 122,082 sqm within Precinct 1 only, resulting from additional mezzanines in Building 1A.
  - Commensurate increase in total GFA across the Estate from 476,000 sqm to 480,992 sqm (0.9% increase).
  - Increase in the maximum height of a portion of Building 1A from 13.7m to 36m (top of ridge line), and 39m (top of plant) to provide a 'high bay' to facilitate internal operations.
  - Fit out of all three buildings (four tenancies) including racking and mezzanine, automation equipment in Building 1A, and ancillary office space.
  - Removal of internal Estate Road 2 and addition of a new car park access driveway (left in left out) located on the Western North South Link Road.
  - Reduction in parking numbers.
  - Updated Signage within Precinct 1 only, including:
    - Goodman Light Box (Type 1 and Type 2)
    - New customer Signage (Type 3)
    - Inclusion of Sculpture Artwork
    - Inclusion of signage zones for future building name signage on building elevations
  - Construction of an additional portion of noise wall at the western side of Precinct 2.
- Updated Civil Plans detailing
  - Changes in earth works design levels for part of Precinct 1, specifically for Lot 1B only resulting from a redesign of the Precinct layout to facilitate the future tenant of Building 1A. Pad levels increase from a height of 70m (+/- 1m tolerance), to 74.8m (+/- 1m tolerance). Additional retaining walls to reflect the change in pad height.
  - Change in Estate road design.
  - Change in stormwater management details.
- Updated landscape plans to reflect the changed Precinct design and building locations.

These design modifications will also require alterations to Concept and Stage 1 Conditions to SSD 7348 to address the operational parameters of the new buildings. The proposal meets all design requirements of the Stage 1 Consent (contained in condition B10) except for building height for Building 1A.

The proposed modifications have been assessed in accordance with the provisions of section 4.55(2) and section 4.15 of the Environmental Planning and Assessment Act 1979. The key changes contemplated are summarised as follows:

#### Built Form and Massing

- The number of buildings within Precinct 1 remain consistent with the Concept and Stage 1 Approvals for three buildings. The number of tenancies is however increased to four. Key changes relating to the

physical orientation of the buildings, the building height, landscape coverage, site access locations and carparking configuration are proposed to both the Concept and Stage 1 Approval, and are covered in more detail in Section 5.1 of this report

The maximum building ridge height for two of the three buildings remain consistent with the Concept Approval at 13.7m. Building 1A proposes to be constructed to a maximum ridge height of 36m (excluding solar panels, roof plant and screening).

Detail of the height of Building 1A is as follows:

- 28 m for the 'low bay' portion of the building (excluding solar panels, roof plant and screening).
- 36m for the 'high bay' portion of the building (excluding solar panels, roof plant and screening). The high bay portion of the building constitutes approximately 40% of the total building area for Building 1A.
- Site coverage of Building 1A is 57%. Site coverage for Building 1B is 47%. Overall the total proposed site coverage for the Precinct will increase by 2%, from 53% to 55%. This remains consistent with the maximum site coverage allowed by the Concept Approval.
- A detailed assessment of the proposed built form changes is detailed in **Section 6** and **7** of this report.

#### Traffic & Parking

A Traffic Impact Assessment has been prepared by Ason Group and is included at **Appendix E**.

The assessment confirms that the parking requirements of the precinct, based on the redesigned built form, complies with Penrith Councils requirements. This involves the delivery of 558 parking spaces serving the 3 separate buildings. The circulation of these parking areas has been deemed to generally comply with Council's requirements and Australian Standards.

Traffic generation resulting from the site layout redesign and future tenant requirements of Building 1A has altered. The anticipated traffic movements from the Precinct is expected to reduce collectively from 2,202 daily trips to 2,059, during normal operation at non-end of year peak period. Key intersections and the local road network, further to proposed and conditioned upgrades (which remain unchanged by MOD 2), would generally operate at the same or improved levels of service than provided for under the Concept Approval.

It is noted that traffic movements at the six-week end of year generation peak will increase above that previously assessed for SSD 7348 Approval by 13%. This additional traffic has been assessed in the context of the entire year and on balance, when considering the reduced traffic impact for the better part of the year, is acceptable within the surrounding road network.

#### Visual Impact

A Visual Impact Assessment (**VIA**) has been prepared by E8Urban for the proposed changes to Precinct 1 and is attached as **Appendix H**. This report was subsequently peer reviewed by Clouston Associates (refer **Appendix K**) to ensure consistency in approach and conclusions. Both reports address views from properties external to the OWE precinct from locations used to inform the original VIA undertaken to support the Concept and Stage 1 Approvals. The Masterplan Principles and views to the site from the Western North South Link Road which bisects the site also formed part of the assessment.

In summary, both reports conclude the proposed changes to the built form within Precinct 1 will not contribute to any additional visual impacts from the surrounding public and private receivers when compared to the original visual impact assessment informing the Concept and Stage 1 approvals. Mitigation measures including landscape screening has been employed to minimise the view impact on nearby residences from the industrial buildings.

#### Acoustic Impact

A Noise Impact Assessment (**NIA**) has been prepared by SLR and is included at **Appendix D**. A peer review of this NIA has been undertaken by Wilkinson Murray and is included at **Appendix J**.

The impacts of the OWE incorporating the changes sought under this application have been modelled and assessed against the relevant criteria outlined in the development consent for SSD7348, and as requested in the SEARs relating to this application. These guidelines and policies have been detailed in **Section 8.1.4** of this report.

Acoustic conditions reflected in the Concept and Stage 1 approval assume noise generation based on the approved building layout for Precinct 1 in isolation, as well as when the OWE built form is fully completed. The NIA informing the proposed modification details the noise generation from the entire OWE based on the amended Precinct 1 layout, and operation from Precinct 1 in isolation.

Consent is sought to update the noise criteria contained in Concept Consent condition B18 to reflect the current industry standards within the Noise Policy for Industry (**NPfI**). Based on these updated noise criteria, the 'whole estate' scenario can meet the noise requirements at nearby assessed sensitive receivers.

When Precinct 1 is operating in isolation, subject to the installation of an extended noise wall within Precinct 2, the noise updated criteria can be met at all required receivers. An additional condition (proposed draft Condition 18B) is recommended to ensure this noise wall is constructed prior to the operation of Precinct 1.

While an exceedance of the night time  $L_{Aeq}$  criteria is predicted at N4 it is noted that this exceedance is minor (up to 2dBA) and only occurs during noise-enhancing weather conditions. Section 4 of the EPA's Noise Policy for Industry (NPfI) discusses the significance of residual noise impacts following implementation of feasible and reasonable noise mitigation. It notes that a residual exceedance of up to 2 dBA is negligible in significance and would not warrant receiver-based treatments or controls.

The NIA concludes that a minor increase of 2dBA emanating from Precinct 1 during night time noise enhancing weather conditions will result from the proposed changes to the built form and operational requirements. The minor increase is representative of a temporary situation until construction of Stage 2 of the Estate, to the west of Precinct 1, is completed. Noise levels at the surrounding receivers will decrease as additional structures are erected to provide for physical barriers between the noise source and receiver. As such it is considered that these exceedances are minor and temporary in nature, and as such would be acceptable during construction of the estate.

As such, with the installation of the extended noise wall to the west of Precinct 2, and an adjustment to the noise criteria contained in Condition B18 to reflect current noise policy, it is considered that the noise impacts generated by the whole estate and Precinct 1 only scenario will have a negligible impact on nearby sensitive receivers and the acoustic outcome will be substantially the same as that originally approved.

A Peer Review of the SLR Noise Impact Assessment was undertaken by Wilkinson Murray (**WM**). WM concurred with the SLR assumptions for operational noise generators, and the modelling undertaken for the whole of estate and Precinct 1 only scenarios. WM considers the SLR noise assessment to have been undertaken adequately and proficiently and generally in accordance with the relevant guidelines and policy. WM generally concurs with the methodologies applied to the technical assessment and its conclusions.

#### Landscaping

- Landscaping for the OWE responds to the key interfaces of the estate consistent with the previously approved layout. The landscape strategy for Precinct 1 of the OWE is in line with Goodman landscaping guidelines, and Penrith City Council's policies and requirements. The Landscape Masterplan drawing and detailed Stage 1 drawings have been updated to reflect the reconfigured site layout and building locations.
- Landscaping has been further refined through consultation with Penrith City Council, accounting for comments received during initial consultation requesting increased landscape setbacks.

#### Earth Works and Pad Levels

- The proposal includes the removal of Estate Road 2 from within Precinct 1.
- Changes in earth works design levels require updating as part of Precinct 1, specifically for Lot 1B. Pad levels increase from a height of 70m (1m tolerance), to 74.8m (1m tolerance). Retaining walls are added or revised in design to accommodate the pad level change. Further detailed justification to support the change in pad level design for Precinct 1 are included in Section 5.1 of this report.
- Updated Civil drawings are proposed to amend both the Concept and Stage 1 approvals to reflect the refined site layout and pad levels and retaining walls.

#### Other issues

- Several other considerations formed part of the assessment of the proposed changes. Considerations included design outcomes required to service the development, such as civil design and placement; as

well as an assessment of the materials to be stored on site which may present as hazardous. A detailed assessment of these matters has been included at **Section 9.7.7** and **Section 9.7.9** respectively.

- Further, in the determination of the SSD, the Minister/DPIE provided the reasons for the grant of the consent. An assessment of the proposed changes in accordance with these reasons is provided in **Table 9**. The assessment confirms that the proposed changes do not preclude the developments ability to comply with these reasons.

#### Condition Changes

Minor condition changes are required to facilitate the updates representative of changes to Precinct 1. These changes include:

#### **Concept Approval**

- Update Condition B10 to reflect increased maximum building height of Building 1A of 39m.
- Update Condition B11 to reflect maximum ridge height of Building 1A of 36m (excluding rood mounted mechanical plant and solar panels).
- Update criteria listed in acoustic Condition B18 to reflect current industry standards for the LA1(1 minute) criteria.
- Provide additional Condition B18(A) to allow for minor (2dBA) exceedances for the LAeq(15 minute) criteria whilst Precinct 1 is in operation in isolation of other buildings being completed.
- Provide additional Condition B18(B) to require extension of the approved noise wall to enable acoustic compliance.
- Update plan references to reflect updated Architectural, Civil and Landscape masterplan drawings.

#### **Stage 1 Approval**

- Update Architectural, Civil, and Landscaping plans to reflect the proposed design changes.

Overall, the assessment has found that:

- The proposed development is substantially the same as that originally approved.
- The proposal will not result in any unacceptable environmental impacts.
- The proposed modifications meet the relevant requirements of section 4.15 and 4.22 of the Act 1979.

Accordingly, it is recommended that the application be approved under Section 4.55(2) of the Act 1979.

# 1. INTRODUCTION

This planning report has been prepared by Urbis on behalf of Goodman Property Services (Aust) Pty Ltd (**the Applicant**) to accompany a Section 4.55(2) application seeking to modify the original State Significant Development 7348 (as modified) (**SSD 7348**).

This planning report provides a comprehensive description and assessment of the proposed modifications within the following sections of the report as listed below.

- Section 2 – Summary of the approval history.
- Section 3 – Site and surrounding context.
- Section 4 – Proposed modifications to the current consent conditions.
- Section 5 – Proposed amendments to conditions of consent.
- Section 6 – Assessment of the modified proposal in accordance with section 4.55 of the Act 1979.
- Section 7 – Consideration of relevant matters listed under section 4.15 of the Act 1979.
- Section 8 – Summary and conclusion.

The design of MOD 2 has been influenced by the design of MOD 1 as a sequential design. While it is acknowledged that MOD 1 is currently under assessment by the DPIE, and therefore not approved, MOD 2 is required to incorporate the changes of MOD 1 to ensure a consistent design. The following specialist consultants were engaged to review and update the relevant drawings and reports prepared in association with the modification application.

Table 1 – Project Team

Consultant	Discipline	Reference
SBA Architects	Architecture	Appendix A
Scape Design	Landscape Design	Appendix B
At&I	Civil Design	Appendix C
SLR Consulting	Acoustic	Appendix D
Ason Group	Traffic	Appendix E
Core Engineering Group	Fire Safety Strategy	Appendix F
SLR Consulting	Waste	Appendix G
E8urban	Visual Impact Assessment	Appendix H
Riskcon Engineering	Preliminary Hazard Analysis	Appendix I
Wilkinson Murray	Operational Noise Assessment – Independent Adequacy Review	Appendix J
Clouston Associates	Landscape Character and Visual Impact Assessment – Independent Adequacy Review	Appendix K
SLR Consulting	Air Quality Assessment	Appendix L
Ecologique	Ecology / Biodiversity	Appendix M

<b>Consultant</b>	<b>Discipline</b>	<b>Reference</b>
SLR Consulting	Sustainability	Appendix N

## 2. BACKGROUND

### 2.1. ORIGINAL SSD 7348

On 13 September, SSD approval was granted to SSD 7348, for the staged development of the Oakdale West Estate at Lot 1 DP 663937, Lot 2 DP 1215268, Lot 6 DP 229784, Lot 2 DP 84578, Lot 3 DP 85393, Lot 11 DP 1178389 Bakers Lane, Kemps Creek. The approval granted consent for the staged construction of an industrial estate, in accordance with Section 4.22 of the EP&A Act as outlined below:

A Concept Proposal including:

- Concept layout of 22 warehouse buildings inclusive of dock offices and ancillary offices providing 476,000 square metres of gross lettable area, built over five development stages.
- Concept layout of development lots, internal roads, drainage, landscaping, noise walls, basins and biodiversity offsets.
- Development controls.
- **Figure 1** below shows the approved OWE Concept Masterplan.

Figure 1 – Approved OWE Concept Masterplan



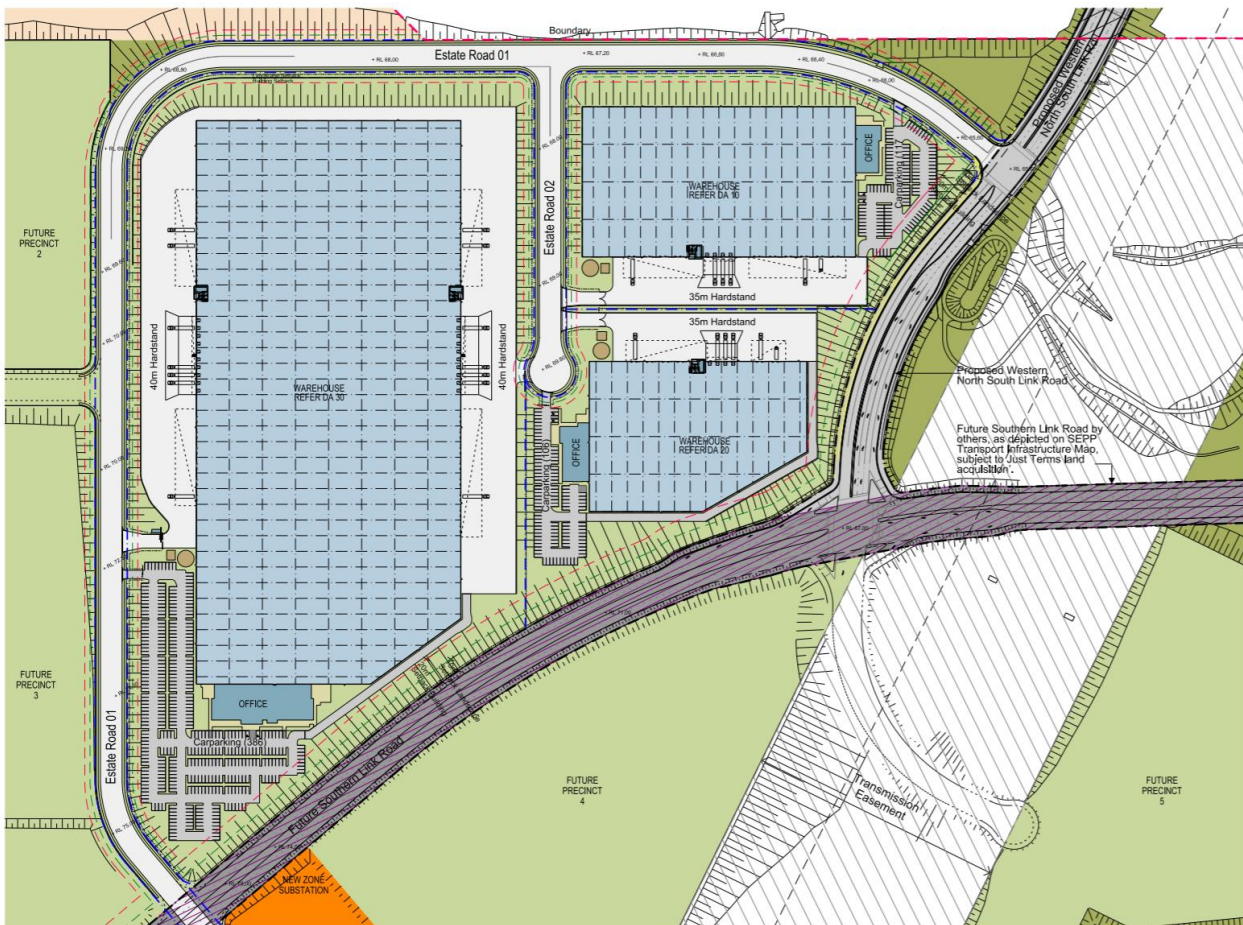
Source: SBA Architects

A Stage 1 Development Application including:

- Bulk earthworks across all five stages including retaining walls and noise walls.
- Lead in services including but not limited to drainage, power, sewer, water and telecommunications.
- Service infrastructure to Precinct 1, including drainage, power, sewer, water and telecommunications.
- Construction and operation of three warehouse buildings inclusive of dock offices and ancillary offices in Precinct 1 (1A, 1B and 1C) providing 118,000 square metres of gross lettable area (GLA).
- West-North-South Link Road and associated subdivision, basins and drainage.

- Estate roads 1, 2, 6 and the eastern part of road 7.
- Landscaping of Stage 1, the western boundary, West-North-South Link Road, estate roads 1, 2, 6 and the eastern part of road 7, detention basins and the amenity lot.
- Subdivision of Stage 1 lots and road infrastructure including the services (substation) lot.
- Stormwater drainage infrastructure for Lots 2A and 2B and all basins.
- Temporary works to facilitate construction including but not limited to swales, haul road (construction access), landscaping and basins.
- **Figure 2** below shows the approved layout of Precinct 1.

Figure 2 - Approved OWE Precinct 1 layout



Source: SBA Architects

- Assessment and determination of the Concept Proposal included detailed consideration of impacts generated by the proposed future use of the site, including an assessment of estate-wide traffic generation and infrastructure demand, impact on Aboriginal and non-Indigenous heritage, impact on flora and fauna, riparian lands and creeks, acoustic, visual and air quality impact and overall consistency of the proposal with the strategic objectives of the *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (WSEA SEPP) and metropolitan planning strategy.

## 2.2. SSD 7348 MOD 1

MOD 1 has been lodged concurrently with this proposed MOD 2, and seeks consent for:

- Changes in earthworks design levels for Precinct 2 building pads responding to an updated and refined sewer network plans for Precinct 2.
- Consequent changes to infrastructure to support proposed levels.

- Redesign of bioretention basins.
- Updated design of Western bund maintenance track.
- Updated design of Stormwater on Road 1 to allow for EE transmission ducts.
- Updated Vegetation Management Plan and Biodiversity Assessment Report to reflect the change in biodiversity strategy sought under MOD 1. Further details on the changes sought under MOD 1 are included below for reference:
  - During the assessment of SSD 7348 the Biodiversity Offset Strategy was prepared under the Threatened Species Conservation Act 1995 (**TSC Act 1995**) which has since been replaced by the BC Act, for which transitional arrangements have since expired. Under MOD 1, and to comply with Condition 90 of the overarching consent, Goodman propose to purchase and retire offset credits from the market. This will avoid potential lengthy delays in preparing a Biodiversity Stewardship Site Assessment Report which is required to establish an onsite biodiversity offset area (referred to as a Biodiversity Stewardship Site under the BC Act).
  - Under MOD 2, there are no changes to the approach proposed under MOD 1. All works proposed under MOD 2 are located within the existing footprint of the works already approach under the overarching approval. No assessment is required under the works proposed for MOD 2.

Those proposed changes listed above under MOD 1 do not affect this application, and have been included for background only. Specific changes sought under this application are detailed throughout the report, specifically in **Section 6 Proposed Modifications**.

## 2.3. CONSULTATION

### 2.3.1. Penrith City Council

A pre-lodgement meeting was held with representatives from Goodman and Penrith City Council to discuss the proposed changes forming MOD 2. It is understood that officers were generally satisfied with the proposal, however noted the following issues with the pre-lodgement discussion plan set.

#### 2.3.1.1. Landscape Setbacks and Carpark Planting

- Council officers requested that landscape setbacks be increased to help offset additional building height. The landscaping setbacks has been increased from 3m to 6m on the north, and 7.5m to the west in considerations of Council's comment. It is noted that outside the site Council's nature strips will provide an additional green/planted buffer between the street and the site. Canopy trees have been included throughout the landscaping design. It was further requested that car park areas accommodate additional planting to provide for additional shade and reduce heat generated from car parking areas during daylight hours. This has been accommodated in the car parking area.
- A structural tree pit system in the car park area provides a water sensitive solution to ensure the rapid growth to maturity of canopy trees. This will provide shade and visual screening in the car park. Around the perimeter of the site will see a clustered, yet dense approach to tree planting of native trees. These trees will work in tandem with the street tree design in order to provide a visual foil of the built form and to provide a "free edge" to the street frontage. Screening shrubs and smaller species will be planted on mass to ensure a layered and dense vegetative screen to the development is provided.
- While the proposal seeks additional height for a small portion of the proposal, this area is centrally located within Building 1A and is unlikely to be directly softened visually by additional planting. However, landscape planting density has been increased around the periphery of Precinct 1 as described above. These changes are reflected in the current design.

#### 2.3.1.2. Signage

- Signage across the site is required to appropriately cater for the new layout.
- The proposal includes an updated signage strategy, which is considered to provide signage in substantially the same approach as that previously approved. Signage remains primarily for directional functionality, with Goodman branding signage distributed in a consistent approach as that previously

considered. It is considered that the proposed signage strategy ties the Estate signage together and provides clear and visible directional signage within Precinct 1.

- Additional tenant building signage has been incorporated in response to the advice from Council.

#### **2.3.1.3. Additional Vehicular Entry Point**

- Council raised concern with the additional car park entry point from the Western North South Link Road. Further concern was raised in relation to heavy vehicle movements into the site. At the time of review with Council three weigh bridges existed at the entry. This has been reduced to one.
- The additional vehicular entry point is proposed onto the Western North South Link Road to aid in through flow circulation of the car park. This will facilitate the new passenger car park entry for staff and visitors and is not intended for heavy rigid vehicles. This additional entry point will also help in reducing queuing of passenger vehicles both entering and exiting the site. The access point has been located so as to provide for compliant site lines to ensure vehicles entering and exiting the site are able to do so in a safe manner.
- Trucks and other large vehicles will enter Precinct 1 from Estate Road 1. One weigh bridge exists at this entry point, along with three other lanes. Most trucks entering the site will not be required to be weighed, rather this occurs more frequently when exiting the site. For this reason, four weigh bridges exist for outbound truck movements. Should this result in queuing impacts, these will be contained within the site. It is therefore considered that the proposal will not result in unnecessary queuing impacts on Estate Road, noting that the one weigh bridge at the site entry is for random checks only and will not stop every inbound vehicle.

#### **2.3.1.4. Building Design**

The design of the building was discussed with Council, specially relating to the future 'look and feel' of the design. It was noted that the exterior of the building will remain substantially the same as that previously considered and approved. The specific needs of the future tenant have required certain design aspects to be included which are discussed more in Section 5 of this report.

Variation in the building materiality was considered by SBA and informed by the client brief. Building materials that were considered remain in the same material range as the ones that were previously approved, and as consistent with this style of industrial estate. These materials are commonly found on large industrial developments for its longevity, low maintenance and hard wearing capabilities.

Plans which demonstrate the options which were considered have been provided in **Section 5** of this report. Commentary on the options which were considered, and justification on why these options were not chosen are included in these plans.

### **2.3.2. Engagement with Neighbours & Authorities**

Community and stakeholder engagement have been undertaken by Goodman in the preparation of the proposed modifications to be facilitated under MOD 2. This included direct engagement and consultation with:

- Adjoining landowners and occupants
- Neighbouring school and retirement village representatives
- Government and agency stakeholders including the Climate Change and Sustainability department of DPIE and Water NSW.

The community and stakeholder engagement undertaken has sought to address the requirements of the SEARs and includes:

- Details of the community and stakeholder participation strategy identifying key community members and other stakeholders (including previous submitters) and the proposed consultation approach.
- Details of how issues raised during consultation have been addressed and whether they have resulted in changes to the modification.
- Details of the proposed approach to future community and stakeholder engagement based on the results of consultation.

A summary of the responses to issues raised by stakeholders during the engagement process is provided in the table below.

Table 2 – Community and Stakeholder Engagement – Issues and Responses

Stakeholder / Date	Issue Raised / Response Received	Scheme Response
Climate Change & Sustainability - DPIE 26 November 2019	Ecological / Biodiversity assessment was provided to the Climate Change and Sustainability department of the DPIE for review and comment. Correspondence was received on the 26 November advising that comment would be held off until such time as formal referral from the Industry Assessment Group is received.	No response required.
Office of Environment & Heritage Department of Industry Roads and Maritime Services Department of Industry, Lands and Water Transgrid Endeavour Energy 22 November 2019	Goodman has sent correspondence to various authorities outlining the proposed changes contained in MODs1-3. The correspondence requested feedback be received on the proposed modifications from each authority.  At the time of preparing this report, no responses have been received from the nominated authorities. A follow up email was sent on the 28 November.	No response required.
Water NSW 22 November 2019	A complete overview of the proposed amendments to be accommodated under MOD 1-3 was provided to Water NSW on the 22 November 2019, with a request for any comments to be made. Water NSW confirmed they received a request to comment on the proposal from the DPIE and noted their response had already been provided. This response was attached and sent to Goodman.  Water NSW noted that due to the setback of the proposal from Water NSW land, they had no requirements or comments. Further advice was however sought on the amenities lot which backs on to the Warragamba Pipeline Corridor.	No response required.
Catholic Healthcare Emmaus Village	Community Liaison Group meeting was held on the 7 November to discuss the project and construction	No response required.

Stakeholder / Date	Issue Raised / Response Received	Scheme Response
Emmaus Retirement Village  Emmaus Catholic College  7 November 2019	programming. No further comments or concerns were raised during this meeting.	
Jack Perica (owner 1-23 Aldington Road and 25-51 Aldington Road.  27 November 2019	Goodman contacted a previous submitted who owns land adjacent to the south of the OWE. An overview of the proposed modifications and resulting impacts were discussed. The landowner advised he was not concerned about any of the changes and or resulting impacts. He further advised he would provide a formal response, particularly in relation to the noise exceedance proposed. He further advised he simply wishes to sell his 75 acres of land.	No response required pending formal response regarding noise exceedances.

Ongoing community consultation will occur as part of the formalised Community Liaison Group which is facilitated for Goodman by SLR. This group meets regularly for updates on project programming and process and provides a forum for issues to be raised regarding the project. This group will continue through the construction stage of the project

## 2.4. DPIE ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The following table provides a summary of the Secretary's Environmental Assessment Requirements (**SEARs**) and outlines where in the body of the report, or specialist consultants' reports, the requirements are addressed.

Table 3 – SEARs Requirements

Requirements	Reference
<b>Detailed Description of the Modification</b> - including: <ul style="list-style-type: none"> <li>the need for the proposed modification;</li> <li>justification for the proposed modification;</li> <li>the likely staging of the modification;</li> <li>the likely interactions between the modification and existing, approved and proposed construction works and operations in the vicinity of the site;</li> <li>detailed plans of all proposed building works; and</li> <li>identification of conditions proposed to be modified.</li> </ul>	Section 5, 6, 7 and Appendix A
<b>Statutory Context</b> - including: <ul style="list-style-type: none"> <li>demonstration that the application constitutes a modification under section 4.55 of the EP&amp;A Act; and</li> <li>consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments.</li> </ul>	Section 4 and 8

Requirements	Reference
<p><b>Consistency with the Approved Oakdale West Estate Concept Plan</b> - including:</p> <ul style="list-style-type: none"> <li>○ Details of the consistency of the modification with the approved Oakdale West Estate Concept Proposal and Stage 1 Development (SSD 7348) (the existing approval). This must include a detailed assessment of the potential impacts of the modification against the existing approval, including, but not limited to, urban design and visual impact, traffic and transport and noise and vibration; and</li> <li>○ Justifications for any departures from the existing approval.</li> </ul>	Section 8 and 9
<p><b>Community and Stakeholder Engagement</b> - including:</p> <ul style="list-style-type: none"> <li>○ a community and stakeholder participation strategy identifying key community members and other stakeholders (including previous submitters) and the proposed consultation approach;</li> <li>○ issues raised by the community and surrounding landowners and occupiers;</li> <li>○ details of how issues raised during consultation have been addressed and whether they have resulted in changes to the modification; and</li> <li>○ details of the proposed approach to future community and stakeholder engagement based on the results of consultation.</li> </ul>	Section 2.3.2
<p><b>Identification of Environmental Impacts of the Modification</b> - including a detailed assessment and identification of any additional impacts resulting from the modification and details of the proposed management and mitigation measures. This should include, but not be limited to, an assessment of the following key issues:</p>	
<p><b>Urban Design</b> - including:</p> <ul style="list-style-type: none"> <li>○ a detailed urban design review of the proposed changes to approved building heights, design and setbacks in the context of the entire Oakdale West Estate and the topography of the site, the immediate locality and the wider area;</li> <li>○ justifications for any departures from the existing approval and Penrith Development Control Plan 2014, including, but not limited to, building height, setbacks, landscaping and site coverage;</li> <li>○ an updated assessment in accordance with Clause 31 Design Principles of the State Environmental Planning Policy (Western Sydney Employment Area) 2009; and</li> <li>○ an updated landscaping plan showing proposed landscaping within the setback areas and car park, in the context of the building form, height, bulk and scale.</li> </ul>	Section 8
<p><b>Visual</b> - including:</p> <ul style="list-style-type: none"> <li>○ a detailed assessment (including photomontages and perspectives) of the modification (buildings and parking areas), including the proposed extension to the noise wall, including consideration of height, colour, scale, building materials and finishes, signage and lighting, particularly from nearby public receivers and significant vantage points of the broader public domain;</li> </ul>	Section 8 Appendix H

Requirements	Reference
<ul style="list-style-type: none"> <li>○ a comparison of the finished ground levels, building heights, setbacks and landscaping of the existing approval and the proposed modification in the context of visual impacts at key receptors; and</li> <li>○ an assessment of the adequacy of the proposed landscaping for minimising the overall visual impacts of the modification, which shows any landscaping over various periods of time.</li> </ul>	
<p><b>Traffic, Parking and Access</b> - including:</p> <ul style="list-style-type: none"> <li>○ an updated Traffic Impact Assessment detailing any changes to daily and peak traffic and transport movements likely to be generated (vehicle, public transport, pedestrian and cycle trips) during construction and operation of the development, including a description of vehicle access routes (construction and operation) and the impacts on nearby intersections; • updated site access details including access to the site from the road network, intersection location, design and sight distance;</li> <li>○ an updated assessment of predicted impacts on road safety and the capacity of the road network to accommodate the modification;</li> <li>○ updated plans of the proposed site access and parking provision on site in accordance with the relevant Australian Standards and with reference to the existing approval; and</li> <li>○ updated details of impact mitigation, management and monitoring measures.</li> </ul>	<p>Section 8</p> <p>Appendix E</p>
<p><b>Noise and Vibration</b> - including:</p> <ul style="list-style-type: none"> <li>○ an updated description of all potential noise and vibration sources during the construction and operational phases of the development, including on and off-site traffic noise;</li> <li>○ an updated cumulative noise impact assessment of all potential noise sources in accordance with relevant Environment Protection Authority guidelines;</li> <li>○ demonstration that the modification will comply with the noise limits set out in the existing approval;</li> <li>○ justification for any proposed changes to the approved noise limits; and</li> <li>○ updated details of noise mitigation, management and monitoring measures.</li> </ul>	<p>Section 8</p> <p>Appendix J</p>
<p><b>Soil and Water</b> - including:</p> <ul style="list-style-type: none"> <li>○ justify the need for any additional fill, detail the resulting finished ground levels and describe any changes to the approved drainage design;</li> <li>○ a detailed and consolidated site water balance;</li> <li>○ an updated assessment of potential impacts on surface and groundwater sources (quality and quantity), soil (including contamination, salinity and acid sulphate soil), related infrastructure, and watercourses;</li> <li>○ an updated description of surface and stormwater management measures designed in accordance with Penrith City Council's Water Sensitive Urban Design Policy and principles, including drainage design, on-site detention, measures to treat or reuse water, and proposed uses of potable and non-potable waters;</li> </ul>	<p>Section 8</p> <p>Appendix C</p>

Requirements	Reference
<ul style="list-style-type: none"> <li>○ an updated description of the proposed erosion and sediment controls during construction and operational phases of the development; and</li> <li>○ updated details of impact mitigation, management and monitoring measures.</li> </ul>	
<p><b>Infrastructure Requirements</b> - including:</p> <ul style="list-style-type: none"> <li>○ details of any potential changes to infrastructure required on the site and identification of any upgrades required to facilitate the modification;</li> <li>○ details of any impacts on existing easements; and</li> <li>○ an assessment of the impacts of the modification (construction and operation) on existing infrastructure surrounding the site.</li> </ul>	<p>Section 8</p> <p>Appendix C</p>
<p><b>Biodiversity</b> - including:</p> <ul style="list-style-type: none"> <li>○ details of how biodiversity impacts have been addressed through the existing approval or a waiver for the preparation of a Biodiversity Development Assessment Report under the Biodiversity Conservation Act 2016; and</li> <li>○ an assessment of any potential changes to biodiversity impacts associated with the modification.</li> </ul>	<p>Section 8</p> <p>Appendix M</p>
<p><b>Waste Management</b> - including:</p> <ul style="list-style-type: none"> <li>○ an updated description of the quantities and classification of waste streams to be generated during construction and operation;</li> <li>○ details of proposed waste storage, handling, transport and disposal; and</li> <li>○ details of the measures that would be implemented to ensure the modification is consistent with the aims, objectives and guidelines in the NSW Waste Avoidance and Resource Recovery Strategy 2014-21.</li> </ul>	<p>Section 8</p> <p>Appendix G</p>
<p><b>Air Quality</b> - including:</p> <ul style="list-style-type: none"> <li>○ an updated description of all air quality impacts (including dust) from the modification including an assessment of air quality impacts at private properties during construction and operation, in accordance with Environment Protection Authority guidelines; and</li> <li>○ updated details of mitigation, management and monitoring measures.</li> </ul>	<p>Section 8</p> <p>Appendix L</p>
<p><b>Hazards and Risks</b> - including:</p> <ul style="list-style-type: none"> <li>○ a preliminary risk screening completed in accordance with State Environmental Planning Policy No. 33 - Hazardous and Offensive Development and Applying SEPP 33, with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the modification. Should preliminary screening indicate that the project is "potentially hazardous" a preliminary hazard analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory Paper No. 6 - Guidelines for Hazard Analysis (DoP, 2011) and Multi-Level Risk Assessment (DoP, 2011).</li> </ul>	<p>Section 8</p> <p>Appendix I</p>
<p><b>Ecologically Sustainable Development and Energy Efficiency</b> - including:</p> <ul style="list-style-type: none"> <li>○ an assessment of how the modification will incorporate ecologically sustainable development principles in all phases of the development;</li> </ul>	<p>Section 5.4</p> <p>Appendix N</p>

Requirements	Reference
<ul style="list-style-type: none"> <li>○ consideration of the use of green walls, green roof and/or cool roof into the design;</li> <li>○ climate change projections developed for the Sydney Metropolitan area and how they are used to inform the building design and asset life of the project; and</li> <li>○ an assessment of the energy uses on-site, and demonstration of the measures proposed to ensure the modification is energy efficient.</li> </ul>	
<b>Socio-Economic</b> - including: <ul style="list-style-type: none"> <li>○ an analysis of the economic and social impacts of the modification, particularly any costs or benefits to the community.</li> </ul>	Section 8
<b>Planning Agreement/Developer Contributions</b> - including: <ul style="list-style-type: none"> <li>○ consideration of whether the existing arrangements for both regional infrastructure and local contributions made under the existing approval are adequate and consideration of whether any amendments to these arrangements are required to account for the modification.</li> </ul>	Section 8
<b>Subdivision</b> - including: <ul style="list-style-type: none"> <li>○ details of any proposed subdivision and demonstration the lots will be released in an orderly and coordinated manner, with appropriate access and servicing.</li> </ul>	Section 5

## 3. SITE AND SURROUNDING CONTEXT

### 3.1. THE SITE

The OWE exists as predominantly cleared, rural land currently used for low intensity cattle grazing. Remnant native vegetation is concentrated along the eastern site boundary adjacent the riparian corridor, with some small remaining patches of vegetation in the north-west corner of the site.

Landform across the site is relatively uniform with undulating rises and alluvial flats and no significant topographic features.

The site is bound to the north by the Water NSW Pipeline and to the east by the Ropes Creek riparian corridor. Land along the eastern boundary of the site is also affected by a transmission easement associated with Transgrid infrastructure. Other boundaries interface with adjoining rural lands used for a mix of rural-residential, agricultural. Emmaus Catholic College and Emmaus Retirement Village are located to the west of the site. Further to the east of the site is Goodman's Oakdale South Estate.

**Table 4** below sets out the main site parameters.

Table 4 – Site Description

Component	Features
Address	2 Aldington Road, Kemps Creek
Legal description	Lot 1 DP 663937, Lot 2 DP 1215268, Lot 6 DP 229784, Lot 2 DP 84578, Lot 3 DP 85393, Lot 11 DP 1178389, Lot 9 DP 1157476.
Site area / Development Figures	<ul style="list-style-type: none"> <li>– Site Area – 154.12ha</li> <li>– Developable Area – 89.53ha</li> <li>– Non-Developable Area – 64.48ha</li> <li>– Development Precincts – 5</li> <li>– Development Stages - 5</li> </ul>
Roads and Access	<ul style="list-style-type: none"> <li>– Construction of new regional road connection to EPLR to RMS Standards, known as the West North South Link Road (<b>WNSLR</b>).</li> <li>– Primary access via connection to new Estate Road 1.</li> <li>– Internal Estate Road network designed to Council specifications.</li> </ul>
Local Government Area	Penrith

### 3.2. SURROUNDING CONTEXT

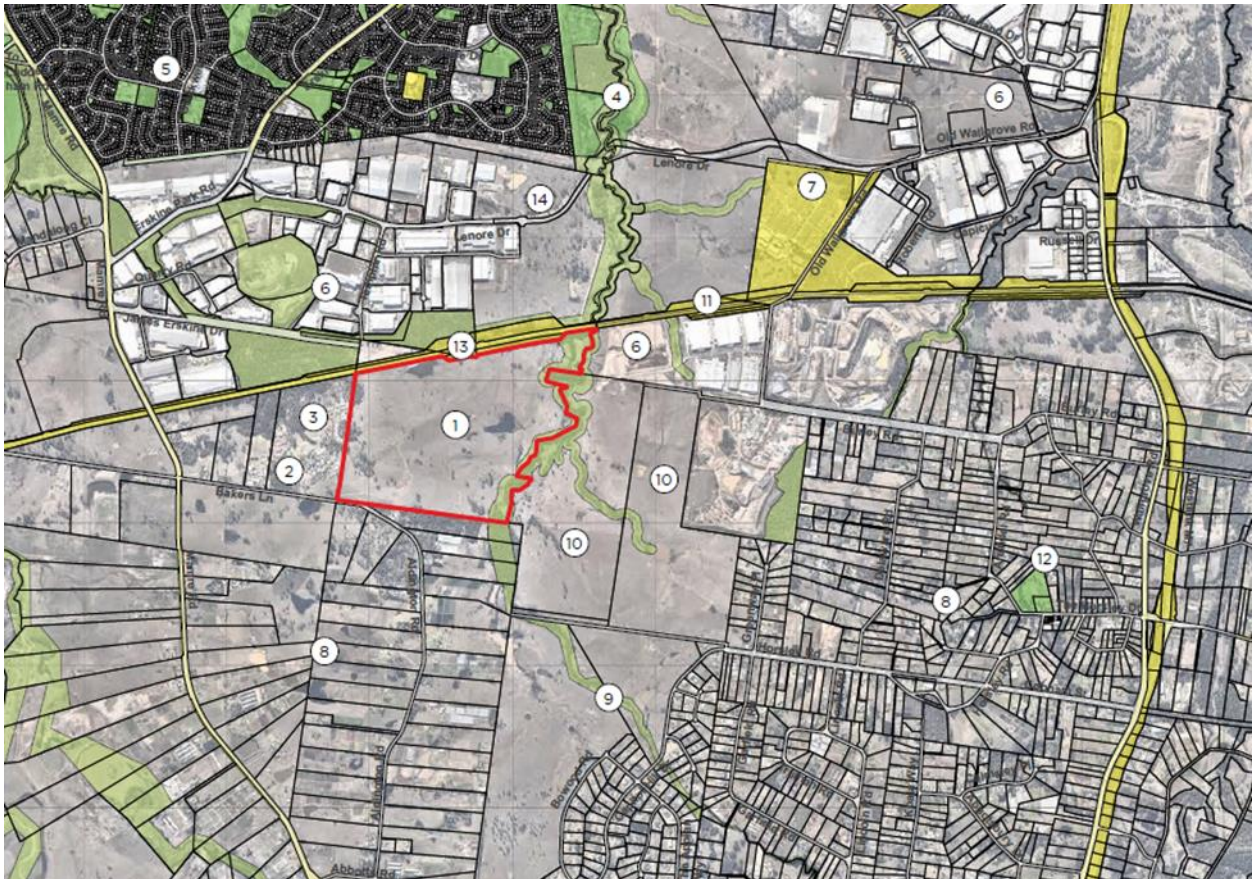
The OWE is located in the Penrith Local Government Area (**LGA**) at the far south-western extent of the WSEA. **Table 5** details the surrounding land uses and context and **Figure 3** shows a site aerial and surrounding context.

Table 5 – Surrounding Development

Direction	Surrounding Development
North	Water NSW Pipeline with industrial lands within the WSEA beyond.
South	Rural land zoned under Penrith LEP 2010.

Direction	Surrounding Development
East	Ropes Creek and Oakdale South Estate
West	Rural lands zoned RU2 under Penrith LEP 2010. These lands include a number of sensitive uses such as an aged care facility (Catholic Health Care) and three schools being the Mamre Anglican School, Emmanuel Catholic College and Trinity Primary School. Other uses include rural residential development and recreational/sporting facilities.

Figure 3 – Oakdale West Location Plan



Source: SBA Architects

## 4. STRATEGIC PLANNING FRAMEWORK

In accordance with the requirements of the SEAR's, the proposal's consistency with the relevant strategic planning documents and policies is included in the table below. This includes *The Greater Sydney Regional Plan – A Metropolis of Three Cities*, the *Western City District Plan* and *Future Transport Strategy 2056*.

Table 6 – Strategic Context

Document	Aims Relevant to Proposal	Consistency
<i>The Greater Sydney Regional Plan – A Metropolis of Three Cities</i>	In March 2018, the Greater Sydney Commission (GSC) released the <i>Greater Sydney Region Plan: A Metropolis of Three Cities</i> (the Region Plan) which forms part of the integrated planning framework for Greater Sydney. The Region Plan is built on a vision of three cities; the Western Parkland City, the Central River City and the Eastern Harbour City. The 40-year vision to 2056 brings new thinking to land use and transport patterns to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth.	The proposal remains consistent with the <i>Greater Sydney Regional Plan, A Metropolis of Three Cities</i> . The development will continue to assist in achieving the objectives of the plan, by utilising industrial zoned land for warehouse and logistics uses and providing employment opportunities in Western Sydney.
<i>Western City District Plan</i>	<p>The Greater Sydney Commission has released six district plans encompassing Greater Sydney which will guide the delivery of the Greater Sydney Region Plan. The district plans set out the vision, priorities and actions for the development of each district.</p> <p>The development is located within the Western City District. The Western City District Plan is a 20-year plan to manage growth in Western Sydney in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide to implementing the Greater Sydney Region Plan at a district level and is a bridge between regional and local planning.</p>	The proposal will continue to assist in achieving Planning Priorities W10 and W11 as it would maximise logistics opportunities, investment, business opportunities and jobs in strategic centres.
<i>Future Transport Strategy 2056</i>	Future Transport 2056 is a 40-year strategy for the development and improvement of the NSW transport system. The vision for future transport is built on six outcomes: customer focused, successful places, a strong economy, safety and performance, accessible services and sustainability. These outcomes are intended to provide a guide for future investment, policy, reform and provision of services, as well as provide a framework to support a modern, innovative transport network.	The site is located immediately south of the proposed WSFL corridor. The proposal continues to include a 60 m corridor intended for the future WSFL, agreed to by TfNSW.

## **5. JUSTIFICATION FOR THE PROPOSED MODIFICATIONS**

### **5.1. REASON FOR THE PAD HEIGHT CHANGES**

The redesign of the pad levels from Lot 1B result from the amendment to the layout of Precinct 1. The location for Building 1A, which has resulted from the review of multiple layout options discussed in **Section 5.2** below, results in the requirement to split Precinct 1 from a single level site into separate sites.

The approved Precinct 1 pad level included a significant amount of cut and batter from the road to the pad level, to ensure a single large pad size at the same level. This cut was particularly prominent in the southern corner of Precinct 1, which would have resulted in large batters from the road down to the pad level. Cut was proposed to an extent in the order of 4m below Estate Road 1.

The revised pad design in MOD 2 sees retention of the approved pad height for building 1A, but an increase in height of Pad 1B/1C. One of the key drivers of this change is to facilitate separate truck access, gained from the Estate Road level rather than sharing an access point with Building 1A and through site 1A. Further, this enables less fill to be removed from the site, and less batters to be incorporated into the design.

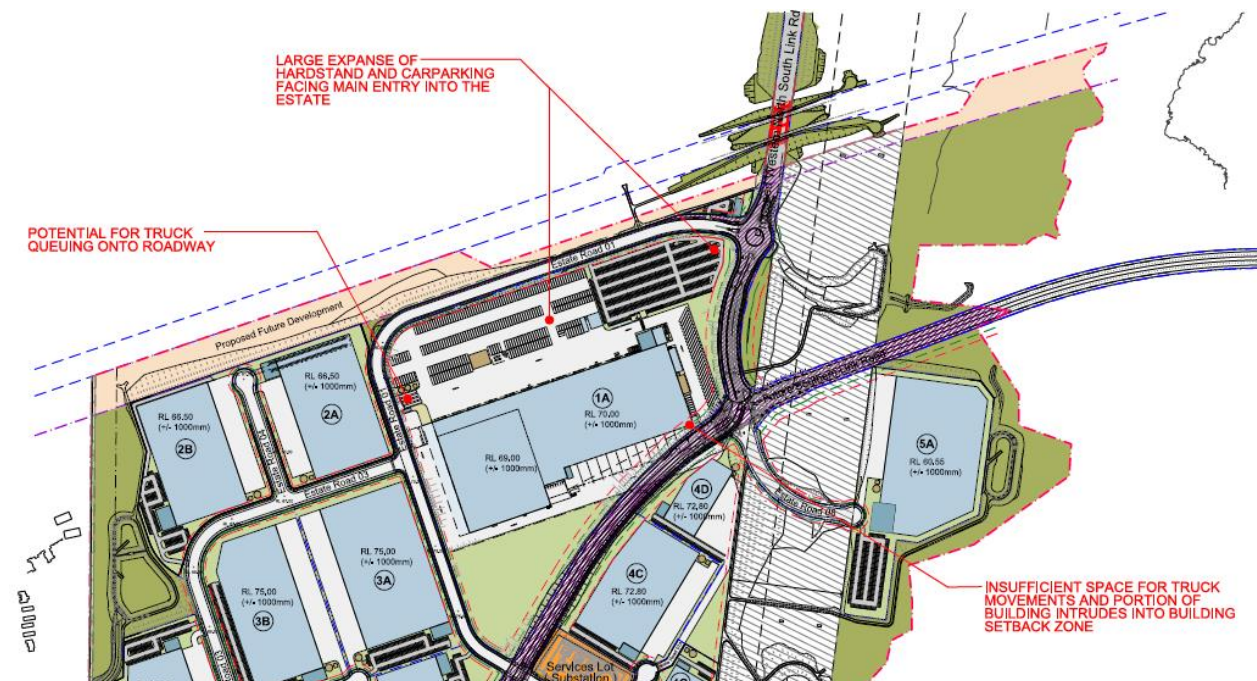
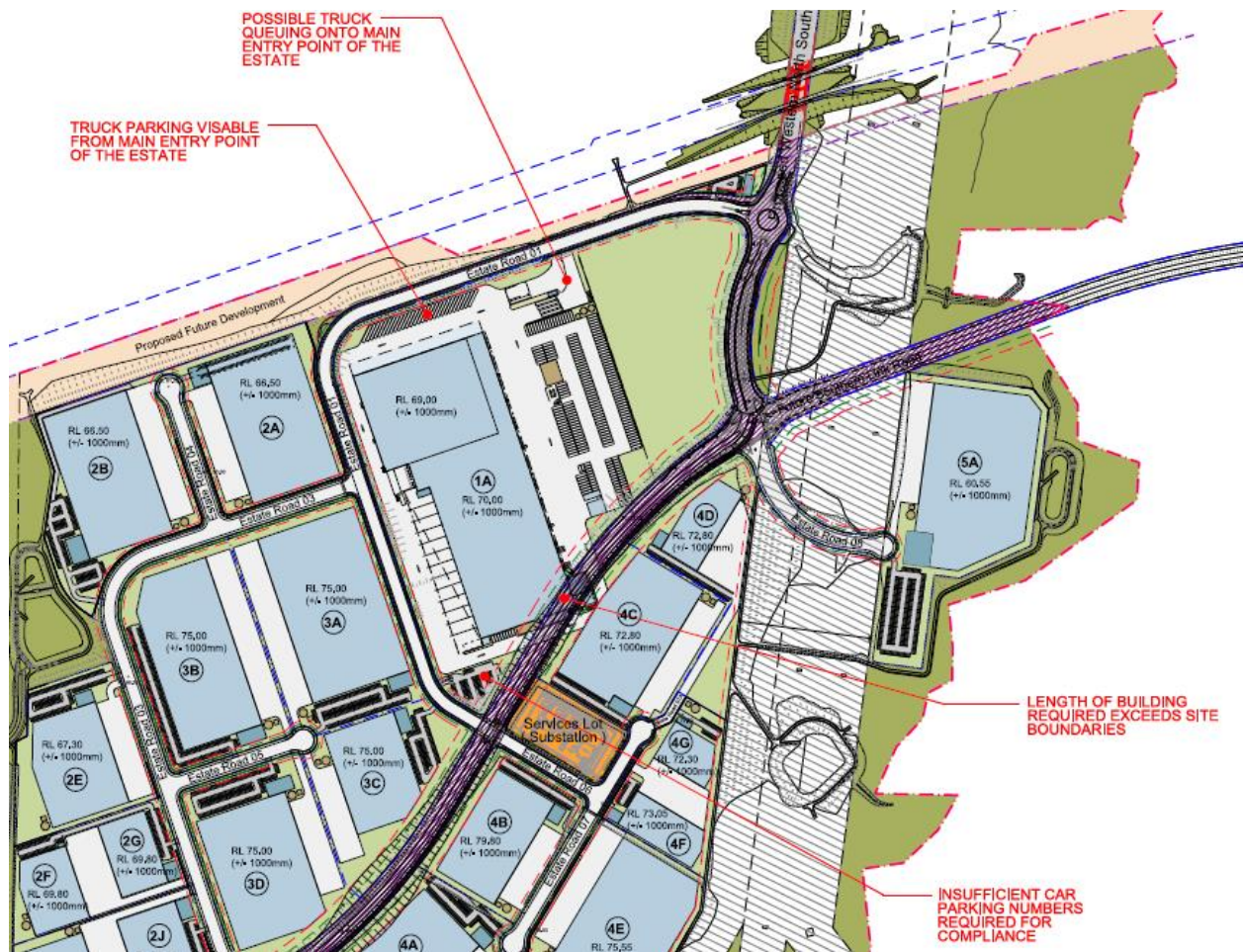
It does result in a pad height approximately 4m higher than that originally approved in this location only. It is noted that the location of the increase pad height is internal to the precinct and estate, and only visible from within the precinct and estate.

### **5.2. REASON AND OPTIONS FOR THE BUILDING ORIENTATION AND MATERIALITY**

The main driver for change within Precinct 1 under MOD 2 is to facilitate a future tenant with specific requirements. These requirements necessitated the need for built form of Building 1A to meet specific dimensions, particularly in relation to length.

Three options were explored to locate Building 1A within Precinct 1. One layout resulted in substantial protrusion into the SLR alignment. A second layout would have resulted in a large expanse of car parking and hard stand to the north at the main entrance to the Estate. This was assessed as a visually unappealing design response. The two options which were explored and did not work are included below:

Figure 4 – Layout Options Considered

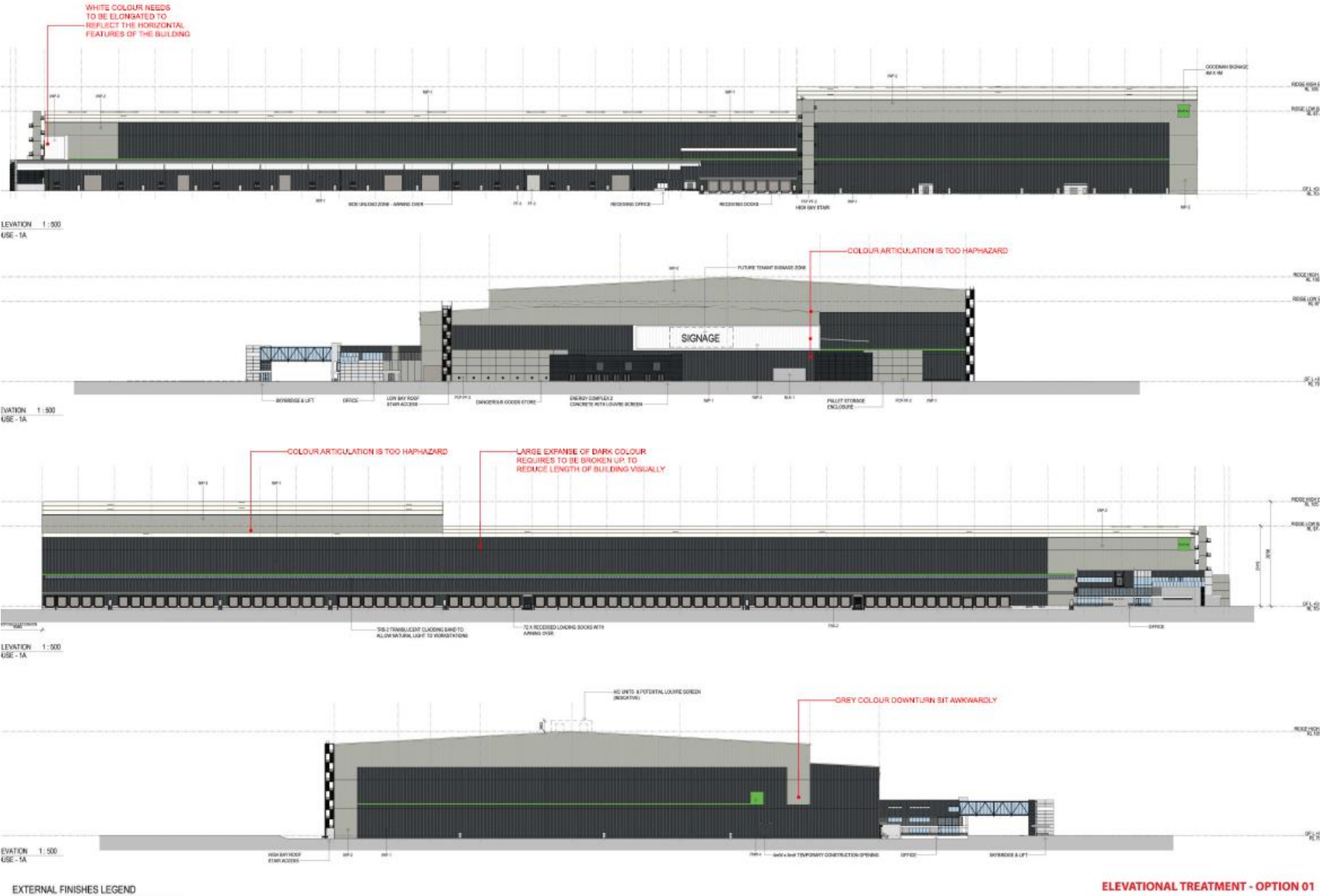


Source: SBA

Variation in the building materiality was considered by SBA and informed by the client brief. Building materials that were considered remain in the same material range as the ones that were previously approved, and as consistent with this style of industrial estate. These materials are commonly found on large industrial developments for its longevity, low maintenance and hard wearing capabilities.

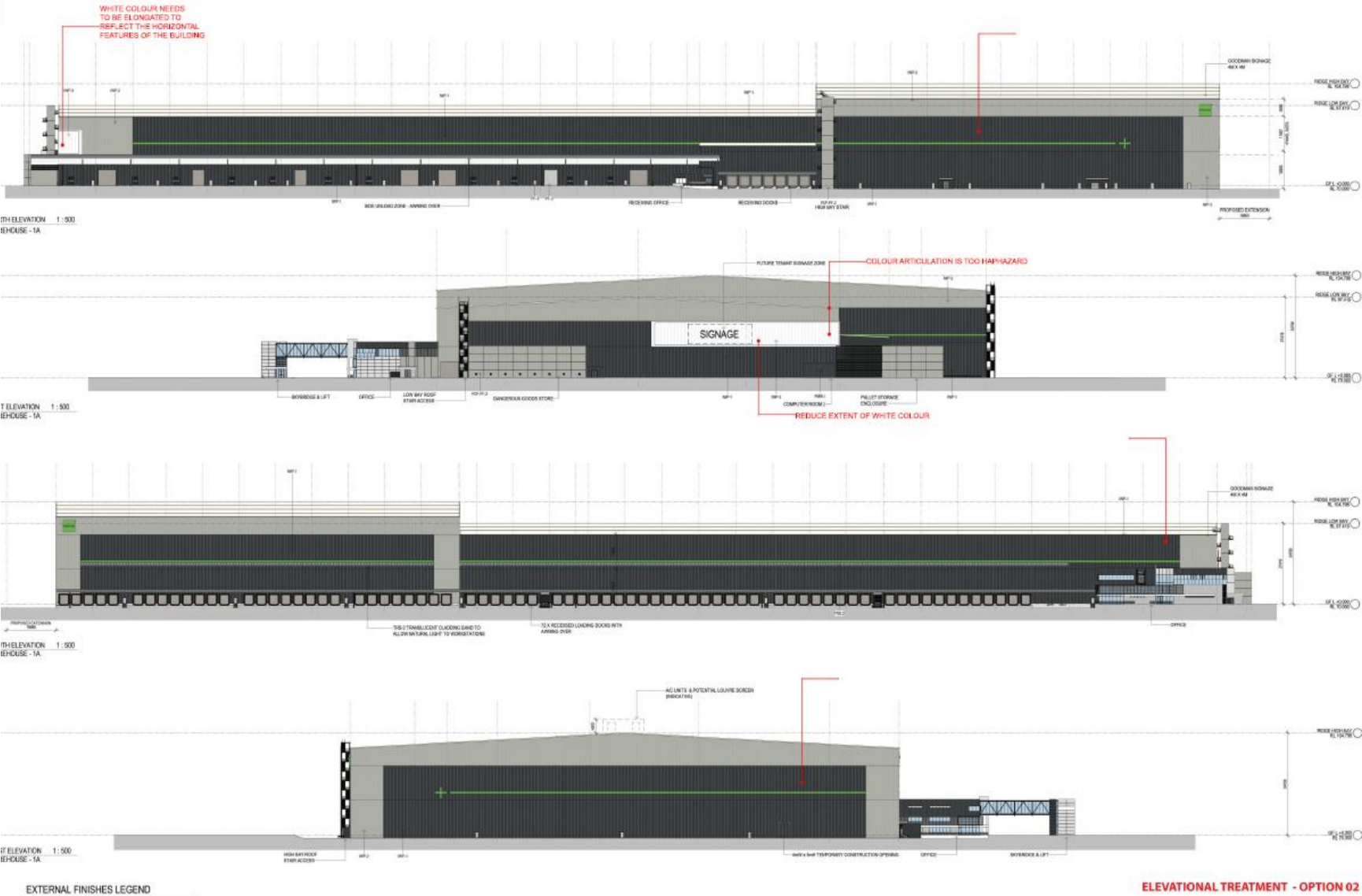
Plans which demonstrate the options which were considered have been provided below. Commentary on the options which were considered, and justification on why these options were not chosen are included in the plans.

Figure 5 – Option 1 Considered



Source: SBA

Figure 6 – Option 2 Considered



Source: SBA



### 5.3. REASON FOR THE BUILDING HEIGHT INCREASE BUILDING 1A

The proposal seeks to modify the building height of one of the three warehouse buildings located within Precinct 1. While two of the three buildings proposed remain consistent with the approved building height of 13.7m, Building 1A proposes to be constructed to a ridge height of 28m for the 'low bay' portion of the building, and 36m for the 'high bay' portion of the building (excluding solar panels, roof plant and screening). This results in a maximum top of ridge line height of 36m.

The height and dimensions of the warehouse are set based on the optimised design of the future tenant, who require the warehouse to be a highly automated. This new automated high-bay warehouse will store and distribute more than double the volume of products from a building area approximately half the size of current facilities. The facility will deliver significant productivity improvements, including higher standards of safety for the team members, a reduction in the kilometres travelled by supplier and store transport fleets and will lead to better on-shelf availability in store.

Automation of the warehouse will offer several benefits for a sustainable supply chain as required by the future tenant, including:

- A smaller physical footprint compared to a conventional warehouse. By taking storage upwards, a high-bay warehouse requires a smaller land parcel, offering the same storage capacity as a conventional warehouse of double the size.
- Waste reduction. Automatically processed pallets require less shrink wrap compared to manually picked pallets.
- Automated areas of the facility can operate in very low light levels, reducing the energy requirement for bright warehouse lighting.
- The automated cranes within the warehouse are designed to run economically, with features such as regenerative braking, which capture and use excess energy to help power the equipment.
- Smoothing peak hour traffic. Current manual distribution centres operate over a reduced number of hours per day in order to minimise the impact of premium hours on a large workforce. Peak hour traffic impacts will be reduced due to the automation of the warehouse.

### 5.4. REASON FOR THE NOISE WALL

Noise modelling undertaken for the updated Precinct 1 only scenario indicated an exceedance of the applicable noise criteria at the N1 receiver to the west. As this was a Precinct 1 only scenario, this assumed the operation of Precinct 1 prior to the construction of the noise barriers in Precinct 2.

As explained in SLRs Noise Impact Assessment included at **Appendix D**, this modelling highlighted the need to construct the noise barrier in Precinct 2 in conjunction with Precinct 1 to mitigate the noise impact at N1 receiver to the west. Accordingly, the noise wall is now proposed to be constructed prior to the commencement of operations in Precinct 1.

In addition to these barriers being constructed prior to the operation of Precinct 1, the preliminary noise modelling highlighted the need for an extension of the barriers, both in terms of height and length. This was to ensure noise criteria was met for the Precinct 1 only scenario.

Most of the approved noise barrier has a height of 5 m. No modifications to these sections of barrier are proposed. At the northern end of the approved barrier however, a section approximately 60 m has an approved height of 2 m. This section is proposed to be increased to a height of 5 m and extended further to the north (approximately 30 m in additional length).

The Precinct 2 noise barriers, including the extension, will be a permanent operational noise mitigation measure and will not be removed following construction of Warehouse 2B. The entire noise barrier in Precinct 2 is located on the warehouse pads at the top of the retaining walls.

## 6. PROPOSED MODIFICATIONS

The purpose of the proposed modifications is to facilitate changes to Warehouses 1A-1C to meet the operational needs of the future tenant.

The layout of Precinct 1 is proposed to be reconfigured. Three warehouses still remain, containing a total of four warehouse tenancies. These are known as Warehouse 1A, and Warehouse 1B1, 1B2, and 1C. The warehouses will continue to operate as a 'warehouse and distribution centre', with no additional land uses proposed as part of the modifications.

The changes proposed will result in amendments to conditions specific to both the Concept approval, and the Stage 1 approval. While both condition sets are intrinsically related, an overview of the key changes relating to each condition set is provided below.

### Concept Approval

Changes proposed include:

- Development controls, including:
  - Increase in the maximum height of a portion of Building 1A from 13.7m to 36m (top of ridge line), and 39m (top of plant) to provide a 'high bay' to facilitate internal operations.
  - Amendments to the estate layout, specifically removing Estate Road 2 and addition of a new car park access driveway (left in left out) located off the Western North South Link Road.
  - Amendments to the building configuration of Precinct 1.
- Acoustic controls
  - Update the  $L_{A1}(1 \text{ minute})$  dBA limits at nearby sensitive receivers to reflect current industry standards.
  - Approve an extension to the existing approved noise wall, which involves the following:
    - There is no change to the approved sections of 5 m high barrier.
    - At the northern end of the approved barrier, there is a section around 60 m in length which had a height of 2 m.
    - This 2 m high section has been extended to a height of 5 m for MOD 2.
- An additional section of barrier to the north of this (around 30 m in length) has been added for MOD 2 with a height of 5m Approved Plans, including:
  - Update Architectural Masterplan drawing set in Appendix 1 to reflect the changed Precinct 1 configuration and building locations.
  - Update Civils Masterplan drawing set in Appendix 1 detailing changes in pad levels and Precinct 1 configuration.
  - Update Landscape Masterplan drawing set in Appendix 1 detailing changes resulting from the Precinct 1 configuration.
  - Remove reference to Appendix 2 (which contains Stage 1 Plans only).

### Stage 1 Approval

A specific breakdown of the proposed amendments relating to Stage 1 are provided below:

- Updated architectural plans to detail:
  - Construction of three warehouse buildings (Building 1A, 1B and 1C) containing four tenancies.
  - An area of future warehouse expansion for Building 1A only.
  - Reduction in combined GLA from 116,359 sqm to 89,680 sqm for Precinct 1 only.

- Commensurate decrease in total GLA across the Estate from 476,000 sqm to 448,590 sqm (1.06% decrease).
- Increase in the GFA from 116,359 sqm to 122,082 sqm within Precinct 1 only, resulting from additional mezzanines in Building 1A.
- Commensurate increase in total GFA across the Estate from 476,000 sqm to 480,992 sqm (0.9% increase).
- Increase in the maximum height of a portion of Building 1A from 13.7m to 36m (top of ridge line), and 39m (top of plant) to provide a 'high bay' to facilitate internal operations.
- Fit out of all three buildings (four tenancies) including racking and mezzanine, automation equipment in Building 1A, and ancillary office space.
- Removal of internal Estate Road 2 and addition of a new car park access driveway (left in left out) located on the Western North South Link Road.
- Reduction in parking numbers.
- Updated Signage within Precinct 1 only, including:
  - Goodman Light Box (Type 1 and Type 2)
  - New customer Signage (Type 3)
  - Inclusion of Sculpture Artwork
  - Inclusion of signage zones for future building name signage on building elevations
- Construction of an additional portion of noise wall at the western side of Precinct 2, specifically:
  - There is no change to the approved sections of 5 m high barrier.
  - At the northern end of the approved barrier, there is a section around 60 m in length which had a height of 2 m.
  - This 2 m high section has been extended to a height of 5 m for MOD 2.
  - An additional section of barrier to the north of this (around 30 m in length) has been added for MOD 2 with a height of 5 m.
  - Updated Civil Plans detailing
    - Changes in earth works design levels for part of Precinct 1, specifically for Lot 1B. Pad levels increase from a height of 70m (+/- 1m tolerance), to 74.8m (+/- 1m tolerance). Additional retaining walls to reflect the change in pad height.
    - Change in Estate road design.
    - Change in stormwater management details.
    - Updated landscape plans to reflect the changed Precinct design and building locations.
  - The proposed buildings are illustrated in the accompanying architectural plans and supporting technical reports in **Appendix A – I**. A numerical overview of the proposed changes is included in **Table 7** below.

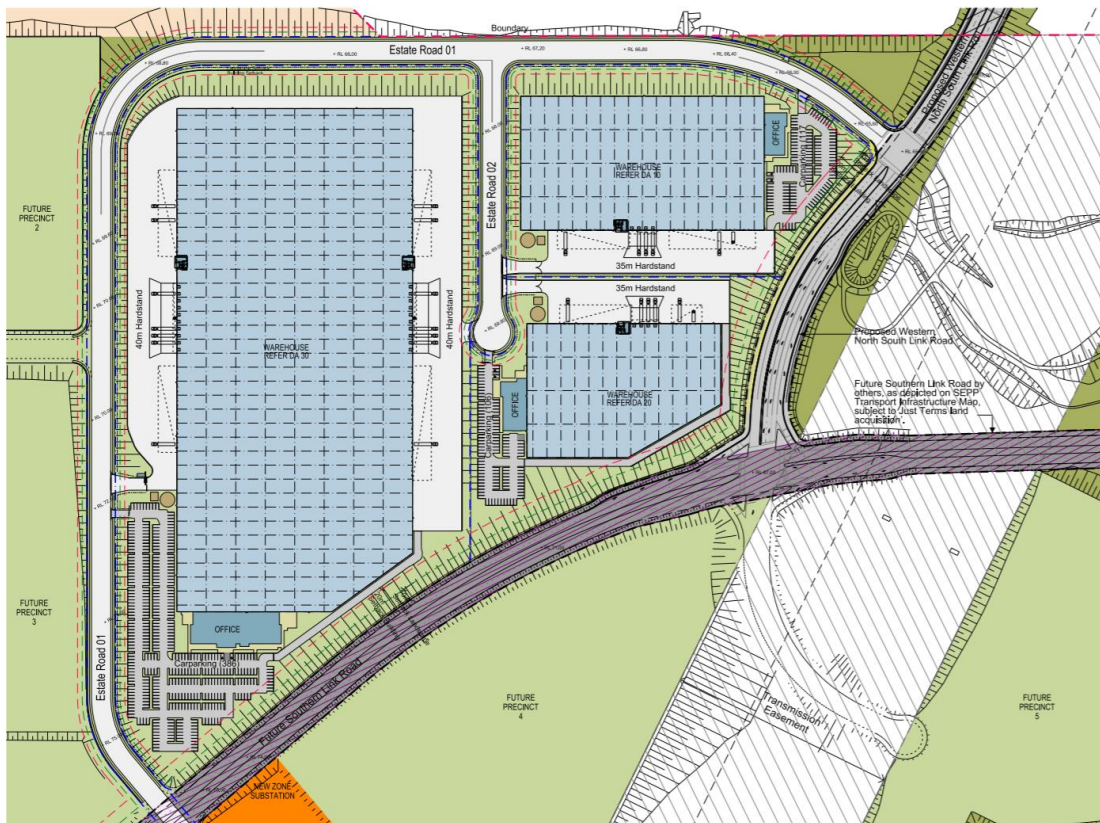
Table 7 – Development Data

Development Aspect	SSDA 7348	Proposed Modification
Warehouse Building Area	Building 1A: 20,627 sqm Building 1B: 15,190 sqm Building 1C: 74,097 sqm  Total Precinct 1: <u>109,914 sqm</u>	Building 1A: 68,160 sqm Building 1B1: 4,625 sqm Building 1B2: 4,998 sqm Building 1C: 3,990 sqm  Total Precinct 1: <u>81,773 sqm</u>
Office Building Area	Building 1A: 1,172 sqm Building 1B: 805 sqm Building 1C: 3,708 sqm  Total Precinct 1: <u>5,685 sqm</u>	Building 1A: 2,646 sqm Building 1B1: 500 sqm Building 1B2: 415 sqm Building 1C: 342 sqm  Total Precinct 1: <u>3,903 sqm</u>
Total Mezzanines	N/A	32,402 sqm
Other Buildings within Lot 1A	N/A	4,004 sqm
Total GLA	116,359 sqm	89,680 sqm
Total GFA	116,359 sqm	122,082 sqm
Site Coverage (excluding awnings)	1A - 57% 1B - 42% 1C - 56%	1A - 57% 1B – 47%
Car Parking (Stage 1)	592	558
Motorcycle parking (Stage 1)	Nil	6
Building height (Maximum)	Building 1A – 13.7m	Building 1A – 36m Building 1A – including solar panels roof plant and screening
	Building 1B – 13.7m	Building 1B1 – 13.7m
	Building 1C – 13.7m	Building 1B2 – 13.7m
		Building 1C – 13.7m
FSR	Building 1A – 0.57:1 Building 1B – 0.42:1 Building 1C – 0.56:1	Building 1A – 0.57:1 Building 1B-1B2 & 1C - 0.47:1

## 6.1. SITE LAYOUT

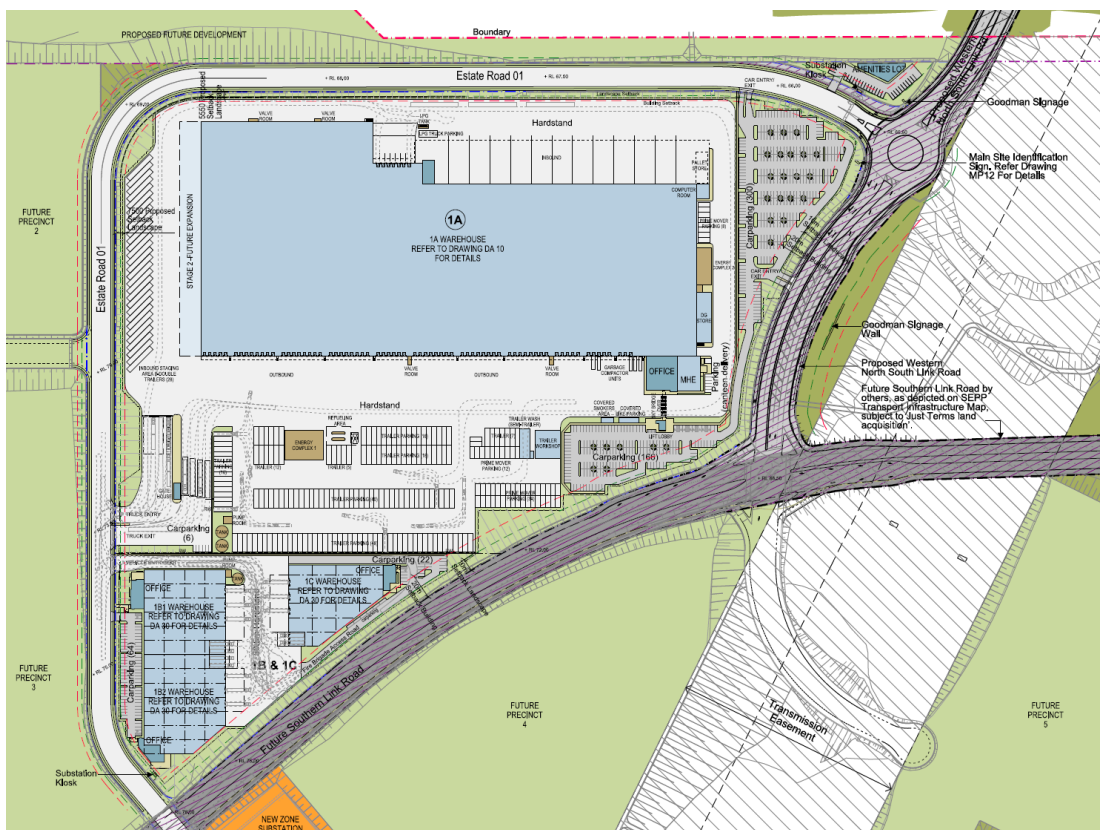
The following images demonstrate the amendments to the site layout. The number of buildings remain the same, with the key changes relating to the physical orientation of the buildings, the building height, landscape coverage, site access locations and carparking configuration. Tenancy numbers will increase from three to four.

Figure 7 – Precinct 1 Approved Layout



Source: SBA Architects

Figure 8 – Precinct 1 Modified Layout



Source: SBA Architects

## 6.2. BUILDING DESIGN

While changes to the built form are proposed, the proposal seeks to retain the existing building materials and colour palette approved under the SSDA 7348. Further comment and justification on options considered is included under **Section 5**.

## 6.3. BUILDING HEIGHT

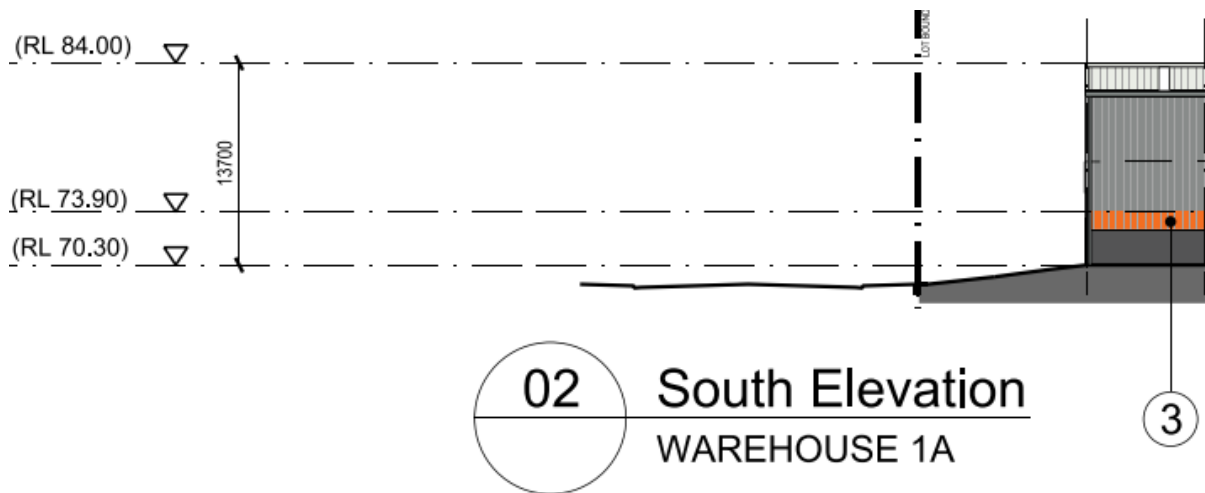
While two of the three buildings proposed remain consistent with the approved building height of 13.7m, Building 1A proposes to be constructed at a height of:

- 28m for the 'low bay' portion of the building;
- 36m for the 'high bay' ridge line portion of the building; and
- 39m for the 'high bay', being a total height inclusive of plant.

The high bay portion of the building constitutes approximately 40% of the total building area for Building 1A. An elevational comparison of the increase in building height for the high bay portion of the site is shown in **Figures 6** and **7** below.

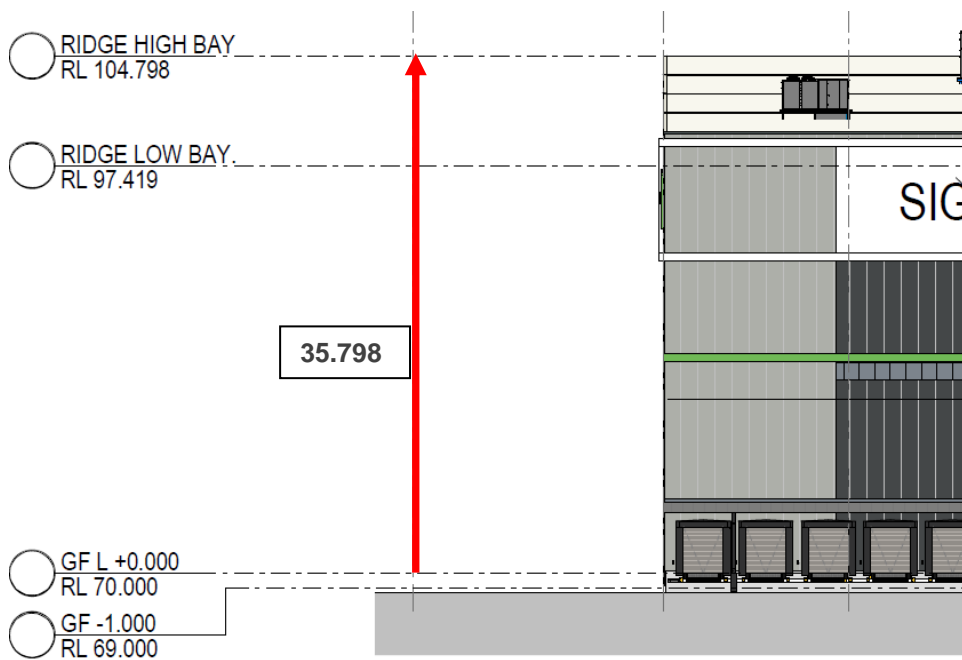
It is noted that the high bay portion's pad level is 1m lower than the low bay portion of Building 1A.

Figure 9 – Approved 13.7m Building Height Warehouse 1A South Elevation



Source: SBA Architects

Figure 10 – Proposed 36m Building Height Warehouse 1A South Elevation (top of ridge line excluding plant)



Source: SBA Architects

## 6.4. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

A review of the Sustainability objectives of the proposal has been undertaken to identify consistency with the previously approved built form, and all potential energy savings that may be realised during the operational phase of the Project, including a description of likely energy consumption levels and options for alternative energy sources such as solar power in accordance with Penrith City Council (Council) requirements.

Major energy use components of the project have been identified below based on information available at the current level of design. These include:

- Lighting (including natural and artificial lighting and shading)
- Air conditioning
- Power

The main source of energy for the proposed site is electricity, but it is also proposed to have gas available at the site as required.

A BCA Section J Deem-to-Satisfy compliant building is used as the baseline building for energy consumption savings. BCA Section J provides the minimum requirement for energy efficiency and it is expected that the proposed development will operate energy efficiently via:

- At least 100 kW PV Solar Installation;
- Daylight controlled fluorescent/LED lighting for the warehouse instead of metal halide, resulting in a considerable energy reduction and reduced maintenance
- Motion sensors to all LED lights within the warehouse, and offices
- Roof and external wall insulation as per the NCC requirements
- High performance glazing to all air-conditioned areas or minimum NCC requirements
- Passive solar design for external outdoor areas
- High efficient air conditioning system
- Power sub-metering to enable continued review of power consumption for the offices, and warehouse

- Selection of endemic and low maintenance landscaping species
- 25 kL Rainwater tank for rainwater harvesting and re-use for landscape irrigation and toilet flushing
- Low flow fixtures and fittings including taps and shower heads
- Low VOC paints, carpet and sealant

By implementing the above energy efficiency measures, the project is predicted to achieve the required emission reduction when compared to the NCC reference building.

Further to this, sustainable water savings measures are recommended and will be incorporated into the design. These include:

- Rainwater reuse and reticulation system – Rainwater will be harvested from the roof and reuse for irrigation and toilet flushing. The reticulation will be a separate system to the domestic cold water with domestic water top up in the event of insufficient rainfall.
- Use of water saving plumbing devices.
- Water sensitive landscape design.

In addition, the following items will be considered during the detailed design stage:

- Water efficient sanitary taps and toilets – install higher WELS Rating sanitary fixtures such as 4 stars for water taps, urinals and toilet.
- Water and energy efficient dishwashers with minimum 4 star WELS water rating.

## **6.5. LANDSCAPE DESIGN**

The initial landscape design appeared to have significant landscape treatment to the north, however this was because the impact of the WSFL freight corridor was unknown at the time.

As a result of the warehouse relocation and reconfiguration, the landscape design within Precinct 1 has been updated. The proposed landscape design is consistent in principle with the approved landscape scheme for Precinct 1. Landscaping is provided along all site boundaries and included within the site boundary in parking areas.

Figure 11 – Approved Landscape Layout



Source: Site Image Landscape Architects

Figure 12 – Proposed Landscape Layout



Source: Site Image Landscape Architects

The landscape design responds to Council's concerns, including the following elements:

- A structural tree pit system in the car park area provides a water sensitive solution to ensure the rapid growth to maturity of canopy trees. This will provide shade and visual screening in the car park.
- The perimeter of the site will see a clustered, yet dense approach to tree planting of native trees. These trees will work in tandem with the street tree design in order to provide a visual foil of the built form and to provide a "free edge" to the street frontage.
- Screening shrubs and smaller species will be planted on mass to ensure a layered and dense vegetative screen to the development is provided.
- Overall the plant palette seeks to balance council environmental and planning requirements, as well as provide a consistent street frontage and on-lot landscape that speaks to the high level of quality sought for the family of Oakdale Estates. Several staff rest spaces are provided, with shade and seating opportunities to provide amenity and ensure an accessible solution for the large spaces involved.

## 6.6. SIGNAGE STRATEGY FOR PRECINCT 1

Minor amendments are proposed to the approved signage strategy for Precinct 1. These amendments include the site wide relocation of signage to suit the revised layout while still serving the purpose of directional information. The inclusion of a Sculpture Artwork at the main entrance to Building 1A has resulted from further investment into the visual appeal of the development by the applicant. Signage has remained at a consistent design level with that previously approved. There is an equitable number of wayfinding and building signage proposed in light of the number of warehouse tenancies and in this remains consistent with the previously approved layout.

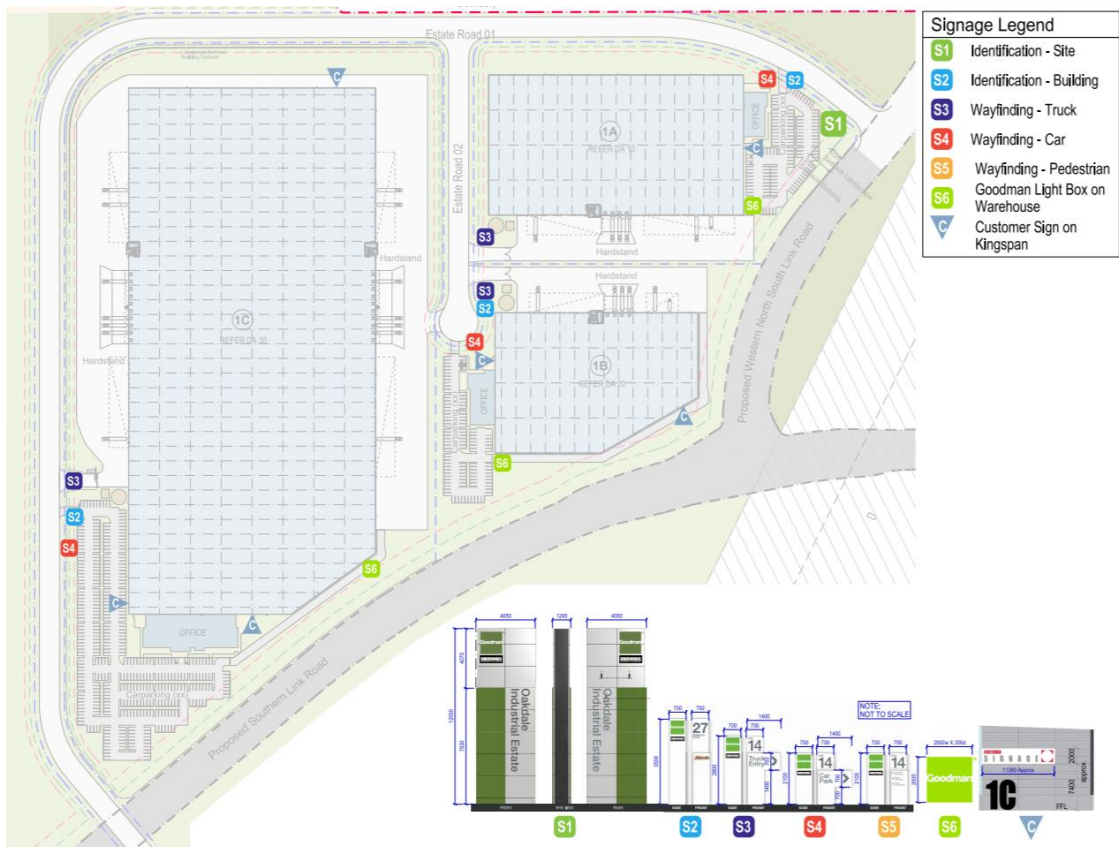
Detailed Signage zones are included on the building elevations contained in **Appendix A**, and the updated Signage Strategy Plan is included in the architectural plan set.

### Building 1A

- Three future tenant building naming signs, with content reading 'signage' on Building 1A.
- Three signs containing 'Goodman' corporate branding and content are proposed on Building 1A north, south east and west elevations.
- Two signage zones on the skybridge, one on each of the East and West elevation.
- Building reference signage.
- **Building 1B and 1C**
- Goodman corporate branding signage.
- Tenant building signage.
- Building reference signage at each entry.
- Directional signage.

It is intended that the 'signage' content forms actual consent for signage, such that future tenant naming signs can be provided within these approved signage structures without the requirement to obtain further development consent.

Figure 13 – Approved Signage for Precinct 1



Source: SBA Architects

Figure 14 – Modified Signage Strategy for Precinct 1



Source: SBA Architects

## 6.7. FITOUT

The proposed warehouse fit out plans are contained at **Appendix A**.

Buildings 1B and 1C will continue to operate as warehouse and distribution centres as envisaged for the site under the original consent. Approval is sought for the detailed office fitout plans provided and warehouse design.

Building 1A is intended to house an automated warehouse and distribution centre featuring the latest warehousing and supply chain technology. This new automated high-bay warehouse will incorporate multiple mezzanine levels which will be able to store and distribute more than double the volume of products from a building area approximately half the size of current operating facilities. The facility will deliver significant productivity improvements, including higher standards of safety for staff at the facility, a reduction in distance travelled by supplier and store transport fleets, and will lead to improvements for end users of products.

The technology incorporated in the centre will utilise high bay cranes for safe and efficient storage of pallets, automatic de-palletisers, and automatic pallet stacking machines which will automatically stack cartons of goods onto pallets in a safe and efficient manner.

The specific height dimensions of the automated warehouse seek to result in a more sustainable supply chain, as they require a smaller built form footprint, reduce waste as less shrink wrap is required on pallets, and reduce energy use as automated areas of the facility can operate at reduced lighting levels.

The use will incorporate the storage of dangerous goods. No additional impacts are envisaged as a result of this storage; however a Preliminary Hazard Analysis has been prepared and included at **Appendix I**.

Use of the warehouse will be for 24 hour operation, seven days a week in accordance with the Stage 1 consent.

## 6.8. CIVIL DESIGN UPDATES

- Changes in earth works design levels will be refined within Precinct 1, specifically for Lot 1B. Pad levels for Lot 1B are proposed to increase from a height of RL70 (+/- 1000mm tolerance), to RL74.8 (+/- 1000mm tolerance). The pad level for Lot 1A remains consistent with the approved RL of 70m (+/- 1000mm tolerance).
- Batters and other civil works within and around the perimeter of the site have been updated and designed to interface with the modified road levels sought via MOD 1.
- An additional passenger vehicle entrance to the car park for Warehouse 1A is provided from the Proposed Western North South link road. This is intended to provide for additional through flow traffic movement, and reduced likelihood of vehicle queuing.
- Heavy rigid vehicles will enter Precinct 1 from the internal estate road only.

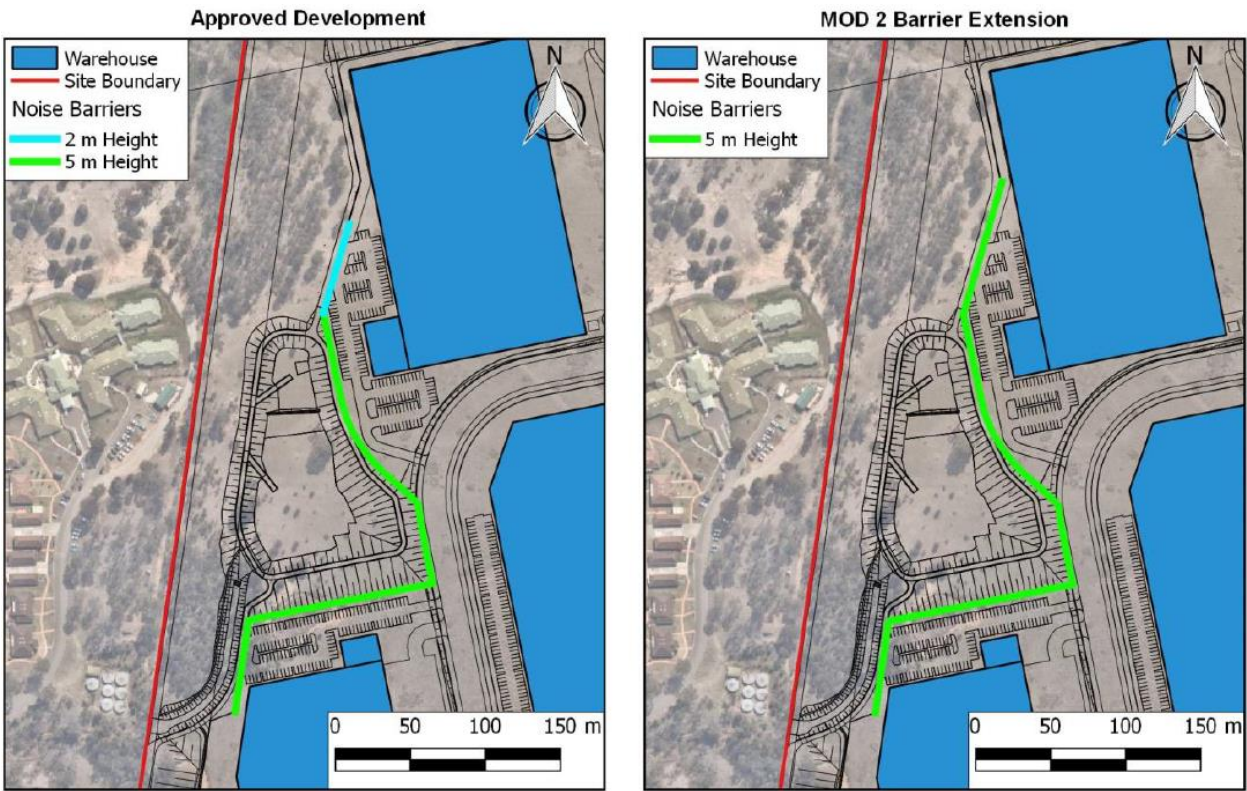
## 6.9. NOISE WALL

MOD 2 seeks consent for the extension to the existing approved noise wall, which involves the following:

- There is no change to the approved sections of 5 m high barrier.
- At the northern end of the approved barrier, there is a section around 60 m in length which had a height of 2 m.
- This 2 m high section has been extended to a height of 5 m for MOD 2.
- An additional section of barrier to the north of this (around 30 m in length) has been added for MOD 2 with a height of 5 m

The extent of the changes listed above has been visually represented and included below:

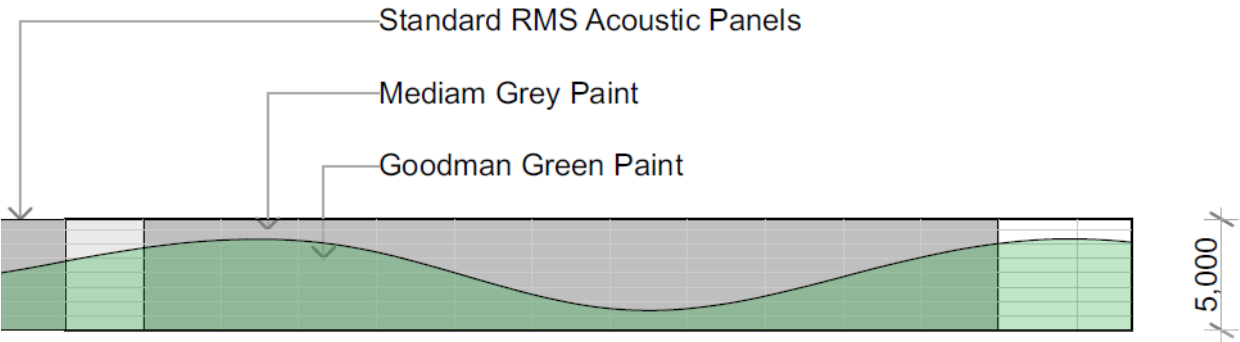
Figure 15 – Changes to Noise Wall



Source: SLR

The proposed noise wall is to be constructed in line with the below figure:

Figure 16 – Proposed Noise Wall



Source: SBA

## 7. AMENDED CONDITIONS

The proposed amendments to the Concept and Stage 1 approval necessitate certain changes to the conditions of the SSD 7438 consent. These are detailed below. For ease of reference, all amendments required are shown in **red text**.

The Development Consent is proposed to be modified as follows:

### SCHEDULE B – CONDITIONS FOR THE CONCEPT PROPOSAL

#### Terms of Consent

##### B5.

The Applicant shall carry out the Concept Proposal in accordance with the:

- (a) EIS and RtS;
- (b) the plans in Appendix 1 ~~and Appendix 2~~; and
- (c) the Applicant's Management and Mitigation Measures in Appendix 7.
- (d) any approved modifications or variations to this consent.**

#### Limits of Consent

##### B10.

The Applicant shall ensure the Concept Proposal is consistent with the development controls in **Table 2**:

Development Aspect	Control
Minimum building setbacks from	
- Southern link road	20m
- West-North-South Link Road	20m
- Local estate Roads	7.5m
- Western site boundary	40m
- Southern site boundary	20m (excluding parking areas)
Rear boundary setbacks within the estate	5m
Side boundary setbacks within the estate	0m, subject to compliance with fire rating requirements
Height	
- <b>All buildings except building 1A</b>	<b>15m</b>
- <b>Building 1A</b>	<b>39m</b>
Minimum lot size	5,000m <sup>2</sup>
Minimum frontage	40m (excluding cul-de sac) 35m minimum lot width at the building line
Site coverage	Maximum of 65 per cent (excluding awnings)

**B11.**

Notwithstanding the controls listed in Table 2 in Condition B10, no warehouse building in the concept proposal, **except Building 1A in Precinct 1**, shall exceed a ridgeline height of 13.7m excluding roof mounted mechanical plant and solar panels. Building 1A in Precinct 1 shall not exceed a ridgeline height of 36m excluding roof mounted mechanical plant and solar panels.

**Noise Limits****B18.**

The applicant shall ensure the Development does not exceed the noise limits in Table 3 at the receiver locations N1, N2, N3, N4 and N5 shown on the plan in Appendix 5.

Location	Day	Evening	Night	
	L <sub>Aeq</sub> (15 minute)	L <sub>Aeq</sub> (15 minute)	L <sub>Aeq</sub> (15 minute)	L <sub>A1</sub> (1 minute)
N1 Emmaus Village Residential	44	43	41	52
N3 Kemps Creek – nearest residential property	39	39	37	52
N4 & N5 Kemps Creek – other residences	39	39	37	52
Location	When in use			
N2 Emmaus Catholic College (school)	35 (internal)			

**B18(A).**

The noise wall along the western side of Precinct 2 shall be constructed prior to the operation of Precinct 1 in order to minimise noise level impact from Precinct 1 until the Precinct 2 warehouse is completed.

The noise wall shall be constructed to the extent shown at Figure 3 of, and as described in the Acoustic Report prepared by SLR (610.15617-L04-v1.6.doc) dated 24 October 2019. This includes

- Construction of additional acoustic wall along western boundary of Precinct 1 in accordance with the approved Acoustic Impact Assessment.

**B18(B).**

Noise limits may be exceeded up to a tolerance of 2dBA from the operation of buildings within Precinct 1 until such time as Precinct 2 buildings are constructed.

**SCHEDULE D – CONDITIONS FOR STAGE 1****TERMS OF CONSENT**

**D2** Stage 1 of the Development may only be carried out

- In compliance with the conditions of this consent;
- In accordance with all written directions of the Planning Secretary;
- In accordance with the EIS and RTS;
- In accordance with the plans in Appendix 2 and Appendix 3;

- (e) In accordance with the Applicant Management and Mitigation Measures in Appendix 7  
 (f) Except as so modified by SSD 7348 MOD 2.

## Appendix 1

**Table 6: Schedule of Approved Plans – Concept Proposal**

<b>Architectural Plans prepared by SBA Architects</b>		
<b>Drawing</b>	<b>Title</b>	<b>Date</b>
OAK MP 02 (BN)	SSDA Estate Masterplan	17 Oct 2019
OAK MP 03 (AF)	Western North South Link Road	17 Oct 2019
OAK MP 07 (AC)	Indicative Ultimate Lot Layout	17 Oct 2019
OAK MP 13 (AC)	Fire Protection Plan	17 Oct 2019
OAK MP 14 (AK)	Biodiversity Management Plan	17 Oct 2019

<b>Landscape Plans prepared by Scape Design</b>			
<b>Drawing</b>	<b>Title</b>	<b>Issue</b>	<b>Date</b>
LC-002	Landscape Master Plan – MOD 2	B	5/11/19
LC-003	Landscape Concept Master Plan	G	11.10.2018
LC-004	Vegetation Typologies	G	11.10.2018
LC-005	Vegetation Typologies	G	11.10.2018
LC-006	Vegetation Typologies – Indicative Species List and Reference Table	G	11.10.2018
LC-008	Street Tree Master Plan	G	11.10.2018
LC-011	Boundary Landscape Treatment Key Plan	G	11.10.2018
LC-012	Western Boundary Treatment Plan	G	11.10.2018

<b>Civil Plans prepared by AT&amp;L</b>			
<b>Drawing</b>	<b>Title</b>	<b>Issue</b>	<b>Date</b>
15-272-C0001	General Arrangement Master Plan	A5	24/07/19
15-272-C0003	Precinct Plan	A5	24/07/19
15-272-C0006	Cut/Fill Plan	A5	24/07/19
15-272-C0008	Stormwater Drainage Catchment Plan (Developed)	A5	24/07/19
15-272-C0009	Erosion and Sediment Control Master Plan	A5	24/07/19
15-272-C0010	Typical Sections Sheet 1	A5	24/07/19
15-272-C0011	Typical Sections Sheet 2	A5	24/07/19
15-272-C0012	Typical Sections Sheet 3	A5	24/07/19
15-272-C0013	Typical Sections Sheet 4	A5	24/07/19

## Appendix 2 – Stage 1 DA Plans

**Table 7: Schedule of Approved Plans – Stage 1 DA**

<b>Architectural Plans prepared by SBA Architects</b>		
<b>Drawing</b>	<b>Title</b>	<b>Date</b>
OAK MP 04 (AM)	SSDA Stage 1 Development – Precinct 1	23 Oct 2019
OAK MP 05 (BA)	Precinct 1 Plan	23 Oct 2019
OAK MP 12 (AD)	Signage Precinct 1 Plan	31 Oct 2019
<b>Building 1A plans prepared by SBA Architects</b>		
OAK 1A DA 10 (V)	Site Plan	23 Oct 2019
OAK 1A DA 11 (N)	Roof Plan	23 Oct 2019
OAK 1A DA 12 (M)	Office Plan Ground Floor	23 Oct 2019
OAK 1A DA 13 (M)	Office Plan First Floor	23 Oct 2019
OAK 1A DA 13A (H)	Office Plan Second Floor	23 Oct 2019
OAK 1A DA 14 (H)	Elevations Office	23 Oct 2019
OAK 1A DA 15 (N)	Elevations	23 Oct 2019
OAK 1A DA 16 (N)	Sections 1	23 Oct 2019
OAK 1A DA 17 (H)	Sections 2	23 Oct 2019
OAK 1A DA 18 (H)	Warehouse Plan	23 Oct 2019
OAK 1A DA 18A (F)	Mezzanine 1 Plan	23 Oct 2019
OAK 1A DA 18B (F)	Mezzanine 2 Plan	23 Oct 2019
OAK 1A DA 18C (F)	Mezzanine 3 Plan	23 Oct 2019
OAK 1A DA 18D (F)	Mezzanine 4 Plan	23 Oct 2019
OAK 1A DA 18E (F)	Mezzanine 5 Plan	23 Oct 2019
OAK 1A DA 18F (F)	Mezzanine 6 Plan	23 Oct 2019

OAK 1A DA 19 (H)	Skybridge Sections & Elevations	23 Oct 2019
OAK 1A DA 20 (G)	Receiving Office Plans	23 Oct 2019
OAK 1A DA 21 (H)	Gatehouse Plans	23 Oct 2019
OAK 1A DA 22 (H)	Trailer Workshop Plans	23 Oct 2019
OAK 1A DA 23 (J)	Trailer Wash Plans	23 Oct 2019
OAK 1A DA 24 (G)	Diesel Refueling Area	23 Oct 2019
OAK 1A DA 25 (G)	Energy Complex 1	23 Oct 2019
OAK 1A DA 25A (F)	Energy Complex 2	23 Oct 2019
OAK 1A DA 28 (J)	Stage 2 Site Plan	23 Oct 2019
OAK 1A DA 29 (H)	Stage 2 Elevations	23 Oct 2019
<b>Building 1B plans prepared by SBA Architects</b>		
OAK 1C DA 30 (P)	Site Plan / Floor Plan	17 October 2019
OAK 1C DA 31 (J)	Roof Plan	17 October 2019
OAK 1C DA 32 (H)	Office Floor Plans 1B1	17 October 2019
OAK 1C DA 33 (H)	Office Floor Plans 1B2	17 October 2019
OAK 1C DA 33A (D)	Office Floor Plans 1C	17 October 2019
OAK 1C DA 34 (H)	Elevations Office	17 October 2019
OAK 1C DA 34A (D)	Elevations Office	17 October 2019
OAK 1C DA 35 (J)	Elevations Sheet 1	17 October 2019
OAK 1C DA36 (J)	Elevations Sheet 2	17 October 2019
OAK 1C DA37 (J)	Sections	17 October 2019

<b>Landscape Plans prepared by Scape Design</b>			
Drawing	Title	Issue	Date
L.SK.00	Cover Sheet	I	18/10/19
L.SK.01	Landscape Master Plan	I	18/10/19
L.SK.02	Planting Plan	F	18/10/19
L.SK.03	Planting Schedule	G	18/10/19
L.SK.04	Character & Materials	H	18/10/19
L.SK.100	Landscape – Plan – Sheet 1	H	18/10/19
L.SK.101	Landscape – Plan – Sheet 2	H	18/10/19
L.SK.102	Landscape – Plan – Sheet 3	H	18/10/19
L.SK.103	Landscape – Plan – Sheet 4	H	18/10/19
L.SK.104	Landscape – Plan – Sheet 5	H	18/10/19
L.SK.105	Landscape – Detail Plan – Sheet 1	G	18/10/19
L.SK.106	Landscape – Detail Plan – Sheet 2	G	18/10/19
L.SK.200	Landscape – Sections – Sheet 1	H	18/10/19
L.SK.201	Landscape – Sections – Sheet 2	H	18/10/19
L.SK.202	Landscape – Sections – Sheet 3	G	18/10/19
L.SK.203	Landscape – Sections – Sheet 4	G	18/10/19
ELW-502	Plant Schedule	G	11-10-2018
QLW-001	Precinct 1 Landscape Plan	G	11-10-2018
QLW-501	Planting Palette	G	11-10-2018

<b>Civil Plans prepared by AT&amp;L</b>			
Drawing	Title	Issue	Date
15-272-C1000	Cover Sheet	A6	24-07-19
15-272-C1001	Drawing List	A6	24-07-19
15-272-C1002	General Notes	A6	24-07-19
15-272-C1003	Precinct General Arrangement Plan	A6	24-07-19
15-272-C1004	Typical Site Sections Sheet 1 of 6	A6	24-07-19
15-272-C1005	Typical Site Sections Sheet 2 of 6	A6	24-07-19
15-272-C1006	Typical Site Sections Sheet 3 of 6	A6	24-07-19
15-272-C1007	Typical Site Sections Sheet 4 of 6	A6	24-07-19
15-272-C1008	Typical Site Sections Sheet 5 of 6	A6	24-07-19
15-272-C1009	Typical Site Sections Sheet 6 of 6	A6	24-07-19
15-272-C1010	Typical Road Sections	A6	24-07-19

15-272-C1015	Earthworks and Stormwater Drainage Plan Sheet 1 of 20	A6	24-07-19
15-272-C1016	Earthworks and Stormwater Drainage Plan Sheet 2 of 20	A6	24-07-19
15-272-C1017	Earthworks and Stormwater Drainage Plan Sheet 3 of 20	A6	24-07-19
15-272-C1018	Earthworks and Stormwater Drainage Plan Sheet 4 of 20	A6	24-07-19
15-272-C1019	Earthworks and Stormwater Drainage Plan Sheet 5 of 20	A6	24-07-19
15-272-C1020	Earthworks and Stormwater Drainage Plan Sheet 6 of 20	A6	24-07-19
15-272-C1021	Earthworks and Stormwater Drainage Plan Sheet 7 of 20	A6	24-07-19
15-272-C1022	Earthworks and Stormwater Drainage Plan Sheet 8 of 20	A6	24-07-19
15-272-C1023	Earthworks and Stormwater Drainage Plan Sheet 9 of 20	A6	24-07-19
15-272-C1024	Earthworks and Stormwater Drainage Plan Sheet 10 of 20	A6	24-07-19
15-272-C1025	Earthworks and Stormwater Drainage Plan Sheet 11 of 20	A6	24-07-19
15-272-C1026	Earthworks and Stormwater Drainage Plan Sheet 12 of 20	A6	24-07-19
15-272-C1027	Earthworks and Stormwater Drainage Plan Sheet 13 of 20	A6	24-07-19
15-272-C1028	Earthworks and Stormwater Drainage Plan Sheet 14 of 20	A6	24-07-19
15-272-C1029	Earthworks and Stormwater Drainage Plan Sheet 15 of 20	A6	24-07-19
15-272-C1030	Earthworks and Stormwater Drainage Plan Sheet 16 of 20	A6	24-07-19
15-272-C1031	Earthworks and Stormwater Drainage Plan Sheet 17 of 20	A6	24-07-19
15-272-C1032	Earthworks and Stormwater Drainage Plan Sheet 18 of 20	A6	24-07-19
15-272-C1033	Earthworks and Stormwater Drainage Plan Sheet 19 of 20	A6	24-07-19
15-272-C1034	Earthworks and Stormwater Drainage Plan Sheet 20 of 20	A6	24-07-19
15-272-C1040	Roadworks and Stormwater Drainage Plan Sheet 1 of 9	A6	24-07-19
15-272-C1041	Roadworks and Stormwater Drainage Plan Sheet 2 of 9	A6	24-07-19
15-272-C1042	Roadworks and Stormwater Drainage Plan Sheet 3 of 9	A6	24-07-19
15-272-C1043	Roadworks and Stormwater Drainage Plan Sheet 4 of 9	A6	24-07-19
15-272-C1044	Roadworks and Stormwater Drainage Plan Sheet 5 of 9	A6	24-07-19
15-272-C1045	Roadworks and Stormwater Drainage Plan Sheet 6 of 9	A6	24-07-19
15-272-C1046	Roadworks and Stormwater Drainage Plan Sheet 7 of 9	A6	24-07-19
15-272-C1047	Roadworks and Stormwater Drainage Plan Sheet 8 of 9	A6	24-07-19
15-272-C1048	Roadworks and Stormwater Drainage Plan Sheet 9 of 9	A6	24-07-19
15-272-C1050	Road and Longitudinal Sections Sheet 1 of 5	A6	24-07-19
15-272-C1051	Road and Longitudinal Sections Sheet 2 of 5	A6	24-07-19
15-272-C1052	Road and Longitudinal Sections Sheet 3 of 5	A6	24-07-19
15-272-C1053	Road and Longitudinal Sections Sheet 4 of 5	A6	24-07-19

15-272-C1054	Road and Longitudinal Sections Sheet 5 of 5	A6	24-07-19
15-272-C1058	Western boundary layout and sections	A6	24-07-19
15-272-C1059	Southern boundary layout and sections	A6	24-07-19
15-272-C1062	BIO-RETENTION BASIN 2 AND 3 DETAIL PLAN SHEET 1 OF 2	A6	24-07-19
15-272-C1063	BIO-RETENTION BASIN 2 AND 3 DETAIL PLAN SHEET 2 OF 2	A6	24-07-19
15-272-C1064	BIO-RETENTION BASIN 4 DETAIL PLAN SHEET 1 OF 2	A6	24-07-19
15-272-C1065	BIO-RETENTION BASIN 4 DETAIL PLAN SHEET 2 OF 2	A6	24-07-19
15-272-C1066	Bio-Retention Basin No. 5 Detail Plan	A6	24-07-19
15-272-C1068	STORMWATER DRAINAGE CATCHMENT PLAN (PRE-DEVELOPED)	A6	24-07-19
15-272-C1069	STORMWATER DRAINAGE CATCHMENT PLAN (POST-DEVELOPED)	A6	24-07-19
15-272-C1070	Retaining Wall General Arrangement Plan	A6	24-07-19
15-272-C1071	Retaining Wall Profiles Sheet 1 of 7	A6	24-07-19
15-272-C1072	Retaining Wall Profiles Sheet 2 of 7	A6	24-07-19
15-272-C1073	Retaining Wall Profiles Sheet 3 of 7	A6	24-07-19
15-272-C1074	Retaining Wall Profiles Sheet 4 of 7	A6	24-07-19
15-272-C1075	Retaining Wall Profiles Sheet 5 of 7	A6	24-07-19
15-272-C1076	Retaining Wall Profiles Sheet 6 of 7	A6	24-07-19
15-272-C1077	Retaining Wall Profiles Sheet 7 of 7	A6	24-07-19
12-272-C1080	Stage 1 Services and Utilities Coordination Plan Sheet 1 of 6	A6	24-07-19
12-272-C1081	Stage 1 Services and Utilities Coordination Plan Sheet 2 of 6	A6	24-07-19
12-272-C1082	Stage 1 Services and Utilities Coordination Plan Sheet 3 of 6	A6	24-07-19
12-272-C1083	Stage 1 Services and Utilities Coordination Plan Sheet 4 of 6	A6	24-07-19
12-272-C1084	Stage 1 Services and Utilities Coordination Plan Sheet 5 of 6	A6	24-07-19
12-272-C1085	Stage 1 Services and Utilities Coordination Plan Sheet 6 of 6	A6	24-07-19
15-272-C1086	EXISTING TRANSGRID OVERHEAD ELECTRICAL CABLES PLAN	A6	24-07-19
15-272-C1087	EXISTING TRANSGRID OVERHEAD ELECTRICAL CABLES LONGITUDINAL SECTIONS	A6	24-07-19
15-272-C1088	EXISTING TRANSGRID OVERHEAD ELECTRICAL CABLES TYPICAL SECTIONS SHEET 1 OF 2	A6	24-07-19
15-272-C1089	EXISTING TRANSGRID OVERHEAD ELECTRICAL CABLES TYPICAL SECTIONS SHEET 2 OF 2	A6	24-07-19
12-272-C1090	Erosion and Sediment Control Plan Sheet 1 of 7	A6	24-07-19
12-272-C1091	Erosion and Sediment Control Plan Sheet 2 of 7	A6	24-07-19
12-272-C1092	Erosion and Sediment Control Plan Sheet 3 of 7	A6	24-07-19
12-272-C1093	Erosion and Sediment Control Plan Sheet 4 of 7	A6	24-07-19
12-272-C1094	Erosion and Sediment Control Plan Sheet 5 of 7	A6	24-07-19

12-272-C1095	Erosion and Sediment Control Plan Sheet 6 of 7	A6	24-07-19
12-272-C1096	Erosion and Sediment Control Plan Sheet 7 of 7	A6	24-07-19
12-272-C1097	Erosion and Sediment Control Details	A6	24-07-19
15-272-C2003	General Arrangement Plan	A8	1-08-19
15-272-C2010	Siteworks and Stormwater Drainage Plan Sheet 1 of 14	A8	1-08-19
15-272-C2011	Siteworks and Stormwater Drainage Plan Sheet 2 of 14	A8	1-08-19
15-272-C2012	Siteworks and Stormwater Drainage Plan Sheet 3 of 14	A8	1-08-19
15-272-C2013	Siteworks and Stormwater Drainage Plan Sheet 4 of 14	A8	1-08-19
15-272-C2014	Siteworks and Stormwater Drainage Plan Sheet 5 of 14	A8	1-08-19
15-272-C2015	Siteworks and Stormwater Drainage Plan Sheet 6 of 14	A8	1-08-19
15-272-C2016	Siteworks and Stormwater Drainage Plan Sheet 7 of 14	A8	1-08-19
15-272-C2017	Siteworks and Stormwater Drainage Plan Sheet 8 of 14	A8	1-08-19
15-272-C2018	Siteworks and Stormwater Drainage Plan Sheet 9 of 14	A8	1-08-19
15-272-C2019	Siteworks and Stormwater Drainage Plan Sheet 10 of 14	A8	1-08-19
15-272-C2020	Siteworks and Stormwater Drainage Plan Sheet 11 of 14	A8	1-08-19
15-272-C2021	Siteworks and Stormwater Drainage Plan Sheet 12 of 14	A8	1-08-19
15-272-C2022	Siteworks and Stormwater Drainage Plan Sheet 13 of 14	A8	1-08-19
15-272-C2023	Siteworks and Stormwater Drainage Plan Sheet 14 of 14	A8	1-08-19
15-272-C2030	Pavement Plan	A8	1-08-19
15-272-C3001	General Arrangement Master Plan	A5	18-09-19
15-272-C0002	EXISTING SITE PLAN	A5	18-09-19
15-272-C0003	PRECINCT PLAN	A5	18-09-19
15-272-C0004	STAGE 1 SSD APPROVAL EXTENTS SHEET 1 OF 2	A5	18-09-19
15-272-C0005	STAGE 1 SSD APPROVAL EXTENTS SHEET 2 OF 2	A5	18-09-19
15-272-C0006	CUT/FILL PLAN	A5	18-09-19
15-272-C0007	STORMWATER DRAINAGE CATCHMENT PLAN (PRE-DEVELOPED)	A5	18-09-19
15-272-C0008	STORMWATER DRAINAGE CATCHMENT PLAN (DEVELOPED)	A5	18-09-19
15-272-C0009	EROSION AND SEDIMENT CONTROL MASTER PLAN	A5	18-09-19
15-272-C0010	TYPICAL SECTIONS SHEET 1	A5	18-09-19
15-272-C0011	TYPICAL SECTIONS SHEET 2	A5	18-09-19
15-272-C0012	TYPICAL SECTIONS SHEET 3	A5	18-09-19
15-272-C0013	TYPICAL SECTIONS SHEET 4	A5	18-09-19
15-272-C0020	WESTERN NORTH-SOUTH LINK ROAD GENERAL ARRANGEMENT PLAN	A5	18-09-19

15-272-C0021	WESTERN NORTH-SOUTH LINK ROAD STORMWATER DRAINAGE CATCHMENT PLAN (PRE-DEVELOPED)	A5	18-09-19
15-272-C0022	WESTERN NORTH-SOUTH LINK ROAD STORMWATER DRAINAGE CATCHMENT PLAN (DEVELOPED)	A5	18-09-19
15-272-C0023	WESTERN NORTH-SOUTH LINK ROAD PROPOSED LAND ACQUISITION PLAN	A5	18-09-19

## 8. EP&A ACT 1979 - SECTION 4.55(2) ASSESSMENT

Section 4.55 of the Act 1979 provides a mechanism for the modification of development consents. This section of the Act sets out the statutory requirements and heads of consideration for the assessment of such a modification application, depending on whether the application is made under section 4.55(1), 4.55(1A) or 4.55(2).

As is relevant to this application, pursuant to section 4.55(2), a consent authority may, subject to and in accordance with the Regulations, modify a development consent if:

- (a) *it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and*
- (b) *it has consulted with the relevant Minister, public authority or approval body (within the meaning of Division 4.8) in respect of a condition imposed as a requirement of a concurrence to the consent or in accordance with the general terms of an approval proposed to be granted by the approval body and that Minister, authority or body has not, within 21 days after being consulted, objected to the modification of that consent, and*
- (c) *it has notified the application in accordance with:*
  - (i) *the regulations, if the regulations so require, or*
  - (ii) *a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and*
- (d) *it has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.*

*Subsections (1) and (1A) do not apply to such a modification.*

Further, subsection (3) requires that the consent authority must take into consideration such of the matters referred to in section 4.15 (1) as are of relevance to the development the subject of the application, and the reasons given by the consent authority for the grant of the consent that is sought to be modified.

These heads of consideration are addressed below.

### 8.1. SUBSTANTIALLY THE SAME

The modified proposal is substantially the same as the original development. The site will continue to be used for warehouse and distribution activities as the primary purpose, with some minor updates to the built form to better service the future operation and users of the site. While some built form and operational parameters of the proposal are changing, the general appearance and functionality of the site remains a warehouse and distribution hub, consistent with the nature of the development originally approved.

The 'substantially the same test' is undertaken below in light of the respective elements of the modification.

#### 8.1.1. Built Form

##### 8.1.1.1. Site Layout and Building Configuration

The proposed built form within Precinct 1 retains the three building forms originally approved in the Concept and Stage 1 consent, however reconfigures them on the site to accommodate the operational requirements of the future tenant.

The reconfiguration of the buildings results in an overall Precinct 1 site coverage of 58% (Lot 1A) and 47% (Lot 1B and 1C) (excluding awnings) which is consistent with the requirement of Concept consent condition B9 for maximum site coverage (excluding awnings) of 65%. The impacts to site layout and configuration do not directly result in additional, or increased known impacts, and are therefore considered to be substantially the same as that approved Concept approval and Stage 1 approval.

### 8.1.1.2. Building Height

- The Concept approval consented to the building envelopes of 16 buildings, including the three buildings within Precinct 1. Building envelopes for an additional 6 buildings in the south western corner of the site were not consented to but, subject to further DAs, may be achievable within the Estate.
- Of these potential 22 buildings, the proposal seeks to modify the building height of one of the three warehouse buildings located within Precinct 1. While two of the three buildings proposed remain consistent with the approved building height of 13.7m, Building 1A proposes to be constructed to a ridge height of 28m for the 'low bay' portion of the building, and 36m for the 'high bay' portion of the building (excluding solar panels, roof plant and screening). This results in a maximum top of ridge line height of 36m. The high bay portion of the building constitutes approximately 40% of the total building footprint for Building 1A.
- The proposed changes are to the built form for one building only, within Precinct 1, and do not result in 'radical transformation' when analysed in the context of the entire OWE, due to the relatively minimal area of building comprising the additional height (in the context of the total future building form) and negligible environmental impacts resulting from the modification. The building forms and use remain that of warehouses, consistent with the nature of the approved building form and uses in the Concept and Stage 1 approvals.
- The extent of this height increase when compared to the built form anticipated across the Estate is minor and represents approximately 8% of the building area for the OWE. Further, when balanced with the negligible environmental impacts resulting from that building height increase as detailed in **Section 7** below, the building height increase will result in a building form and impact that remains substantially the same as that originally approved by the Concept consent. When analysed in the context of the entire estate, the high bay portion of Building 1A represents a minor component overall and as such cannot be construed to present a substantial change from that originally approved. Further, when analysed in the context of the Stage 1 approval only, the changes do not represent a substantially different development.

### 8.1.1.3. Floorspace

The quantum of floorspace within Precinct 1 will also change, with a decrease in GLA of 26,679 sqm, being a 22% decrease in the GLA originally approved in the Stage 1 consent. The component of office space reduces from 5% to 4% of warehouse GLA. Overall there will be

- A reduction in combined GLA from 116,359 sqm to 89,680 sqm for Precinct 1 only.
- A commensurate decrease in total GLA across the Estate from 476,000 sqm to 448,590 sqm (1.06% decrease).

This decrease in GLA results from the utilisation of vertical automation within the building as is required by the future tenant, and construction of additional mezzanine levels which consolidate the building area from that originally approved.

Despite a reduction in GLA, there will be an increase in GFA from that originally approved. This includes:

- An increase in the GFA from 116,359 sqm to 122,082 sqm within Precinct 1 only, resulting from additional mezzanines in Building 1A.
- A commensurate increase in total GFA across the Estate from 476,000 sqm to 480,992 sqm (0.9% increase).

This has resulted from the provision of mezzanines within the warehouse buildings, which were not previously included.

When compared to the entire OWE estate approved under the Concept approval, the increases in GFA of approximately 1.2% is contextually minor. When compared to the Stage 1 approval, the changes in GFA still remain substantially the same as that approved.

### 8.1.1.4. Setbacks

Setbacks to all frontages and roads remain consistent with the Concept consent condition B10. The setbacks are therefore considered to be substantially the same as that approved by the Concept consent.

The built form specific setbacks approved under the Stage 1 approval remain substantially the same as that proposed, as shown in **Table 8** below:

Table 8 – Development Control Assessment

Development Aspect	Control / Approved	Proposed – MOD 2
Minimum building setbacks from:		
Southern Link Road	20 m	≤ 20 m
Western North-South Link Road	20 m	≤ 20 m
Local estate Roads	7.5 m	N/A – internal estate road removed
Western site boundary	40 m	Unchanged
Southern site boundary	20 m (excluding parking areas)	Unchanged
Rear boundary setbacks within the estate	5 m	≤ 5m
Side boundary setbacks within the estate	0 m, subject to compliance with fire rating requirements	Unchanged

### 8.1.2. Traffic and Car Parking

A traffic assessment was prepared by Ason Group outlining the proposed amendments and the anticipated impacts compared with those informing the Concept and Stage 1 approval.

#### 8.1.2.1. Within Precinct 1

##### Parking

- A total of 558 car parking spaces are proposed across Precinct 1, which is lower than the parking provision under the Stage 1 consent (592 parking spaces). The provided parking rate exceeds the parking requirements based on RMS guide rates as referenced in the SSD 7348 Approval to account for the parking generation required to facilitate the development.
- The parking assessment has confirmed that the proposed modifications will continue to provide compliance with each of the design and operational management conditions detailed in condition D64 of the SSD Concept / Stage 1 Approval.
- It is therefore considered that the parking provided for Precinct 1 remains substantially the same as that previously considered and approved under the SSD Stage 1 Approval.

##### Traffic Generation

- The traffic generated by Precinct 1 during the AM and PM peak periods will be 96 vehicles fewer than forecast in the SSD Stage 1 Approval during the standard operational period. Outside of these hours, traffic generation will be 87 fewer vehicles than forecast in the SSD Stage 1 Approval.
- The total daily traffic generation for Precinct 1 during the standard operational period is forecast to be 143 fewer vehicles than that contemplated by the SSD Stage 1 Approval.
- During the peak seasonal activity (around Christmas for a short period of the year), traffic volumes will exceed that anticipated under the SSD Stage 1 Approval by 301 vehicles per day. This represents approximately a 13% increase in traffic generation resulting from Stage 1 during this short period only.
- During normal operational conditions throughout the year, the traffic impact from Precinct 1 will be less than that contemplated and approved in the SSD Stage 1 approval. It is acknowledged that during peak seasonal times, traffic generation will increase from that considered under the original SSD Stage 1 Approval. This peak seasonal time is expected to be limited to the Christmas period only, and the increase of 13% is considered substantially the same as that approved. This is further justified through the offset of decreased traffic generation for most of the year.

- It has been previously modelled that, further to planned upgrades to the road network, key intersections in the vicinity of the OWE would operate at an appropriate level of service through to 2036. Given that those upgrades are unchanged, and the peak traffic generation of Precinct 1 will not, on balance across the entire year, result in an increase in traffic generation, it is concluded that the operation of the proposed Precinct 1 buildings will have no significant impact on the operation of the local road network.
- Therefore, when analysed in the context of the original SSD Stage 1 Approval, the proposed changes do not result in a substantially different level of traffic generation than was originally considered and approved.

### Wider Estate

- When considering the impact of Precinct 1 traffic generation on that of the wider OWE, the analysis confirms the flow on effects remain consistent when analysed at an estate wide context. While the majority of the year sees a reduction in traffic generation, peak seasonal periods will see an increase.

### During Construction

- The traffic assessment found that the highest construction traffic volumes will occur after completion of the Western North South Link Road, providing alternative access to the OWE. It is acknowledged that pad level increases in Lot 1B will require additional fill to account for the increase in final pad heights. Notwithstanding this, construction traffic will remain substantially less than the future operational traffic and will have no unacceptable impacts on the surrounding road network.

### 8.1.3. Air Quality

An Air Quality Impact Assessment (AQIA) prepared by SLR Consulting included at **Appendix L** has assessed the air quality impacts from the operational phase of the OWE, specifically looking at changes proposed to Precinct 1.

As the off-site impacts are unlikely to change from those presented in the original AQIA (610.15617-R01-v1.1), and as these predicted concentrations were well below guideline levels, it is concluded that no revision or update of the original AQIA is required as a result of the proposed changes to the OWE Masterplan.

The AQIA report concludes that the proposed changes to Precinct 1 will result in substantially the same development to that approved by the Concept and Stage 1 consent.

### 8.1.4. Acoustic & Vibration

The detailed Noise Impact Assessment prepared by SLR included at **Appendix D** and peer reviewed by Wilkinson Murray assessed the predicted noise and vibration generation levels from the site having regard for the reconfigured Precinct 1 layout. This accounted for noise and vibration conditions under 'whole estate' operation, and for Precinct 1 in isolation.

Noise impacts have been modelled and assessed against the relevant criteria outlined in the overarching Development Consent (SSD 7348), and in accordance with the SEARs issued in respect to MOD 2. These relevant guidelines and policies are explained below for reference, with further detail included in SLR's report at Appendix D:

- Industrial Noise Policy (**INP**) (EPA, 2000) – the INP was used to determine the applicable noise criteria for the development during preparation of the SSDA noise impact assessment.

The noise limits specified in the Development Consent SSD 7348 are based on the INP criteria.

All operational noise impacts are assessed in this report against the Development Consent noise limits, and hence under the INP.

- Noise Policy for Industry (**NPfl**) (EPA, 2017) – the NPfl superseded the INP in 2017, after commencement of the SSDA noise impact assessment.

The NPfl is used in this report to provide guidance on the potential for maximum noise levels to result in sleep disturbance as the NPfl has more recent studies in this area.

- Road Noise Policy (**RNP**) (EPA, 2011) – the RNP is used in this assessment to determine the potential for off-site operational road traffic noise impacts once vehicles move off the development estate and onto the public road network.

The RNP is used in this report to provide guidance on the potential for maximum noise levels to result in sleep disturbance as the RNP has more recent studies in this area.

Calculations of predicted noise impacts have been calculated with the assumption that the proposed noise wall, as detailed in the **Section 5.9** of this report, is constructed as a permanent fixture within the estate.

The full impact assessment is detailed in **Section 9.7.4** however, the findings concluded that the noise impacts will be acceptable and substantially the same as that originally approved because:

- Consent is sought to update the noise criteria contained in Condition B18 to reflect the current industry standards within the NPfI.
- Based on these updated noise criteria, the 'whole estate' scenario can meet the noise requirements at sensitive receivers N1, N2, N4 and N5.
- It is noted that the maximum noise levels are predicted to exceed the screening level ( $L_{A1(1 \text{ minute})}$ ) during the night time period, however only under noise enhancing weather conditions. The maximum noise level assessment concludes that the predicted noise levels would be unlikely to result in sleep disturbance.
- When Precinct 1 is operating in isolation, subject to the installation of an extended permanent noise wall within Precinct 2, the noise updated criteria can be met at all required receivers N1, N2, N4 and N5.
- While an exceedance of the night time  $L_{Aeq}$  criteria is predicted at N4 it is noted that this exceedance is minor (up to 2dBA) and only occurs during noise-enhancing weather conditions. Section 4 of the EPA's Noise Policy for Industry (NPfI) discusses the significance of residual noise impacts following implementation of feasible and reasonable noise mitigation. It notes that a residual exceedance of up to 2 dBA is negligible in significance and would not warrant receiver-based treatments or controls.
- Vibration monitoring requirements will be detailed in operational and construction noise and vibration management plans prepared separately to this report.

It is noted that the approved conditions avail noise exceedances to receiver N3 subject to execution of a Noise Agreement with the owner of that property. It is intended that the noise agreement will be in place prior to operation of Precinct 1, and evidence will be provided to the planning secretary confirming this.

As such, with the installation of the extended Precinct 2 noise wall, and an adjustment to the noise criteria contained in Condition B18 to reflect current noise policy, it is considered that the noise impacts generated by the whole estate and Precinct 1 only scenario will have a negligible impact on nearby sensitive receivers and the acoustic outcome will be substantially the same as that originally approved in the Concept and Stage 1 consent.

### 8.1.5. Visual Impact

A detailed visual impact assessment was prepared by E8 Urban included at **Appendix H** and a peer review undertaken by Clouston's.

The visual impact assessment of the proposal is detailed in **Section 9.7.5** of this report however both VIA reports find that:

- From the view locations assessed which, were consistent with those used to inform the SSD 7348 VIA, there will be no perceivable difference in views between the approved Stage 1 building form and the proposed amended building form.
- The VIA shows that the increased building height for Building 1A will be perceivable from Location 4, a private residence at Bakers Lane. When considered in the context of the entire development the impact threshold has been assessed as not changing and therefore the visual impact is not considered to be substantially different than that assessed and approved.
- Mitigation measures have been incorporated where appropriate (i.e. such to not be further detrimental to view impact) to screen the proposed industrial buildings and improve the view amenity.
- The level of view impact is consistent with that assessed and approved by way of SSD 7348 and is consistent with the expected industrial landscape for this part of the Western Sydney Employment Area.
- The built form will not be visually intrusive when viewed from the streetscape within the OWE.

Overall the anticipated level of visual impact is considered to be substantially the same as that originally assessed and approved as part of SSD 7348 Concept and Stage 1 approval.

## 8.2. MINISTERIAL CONCURRENCE

The DPIE is required to consult with the relevant referral bodies which issued General Terms of Approval or a condition of consent on the original application. This process will be undertaken during the proposal's notification phase.

## 8.3. SECTION 4.15 CONSIDERATIONS

The EP&A Act Section 4.15 assessment of the modifications is undertaken in **Section 9** below.

## 8.4. CONSIDERATION OF REASONS FOR APPROVAL

In its determination of the SSD, the Minister/DPIE provided the reasons for the grant of the consent. **Table 9** demonstrates the proposed changes to Stage 1 do not impact on this justification:

Table 9 – Reasons for Decision Table

Reason	Response
<i>The following matters were taken into consideration in making this decision:</i>	
<i>The relevant matters listed in section 4.15 of the Act and the additional matters listed in the statutory context section of the Department's Assessment Report.</i>	A detailed assessment of the proposed modifications has been undertaken in accordance with the provisions of Section 4.15 of the Act 1979. This assessment is detailed in Section 7 of this report and demonstrates the proposals ability to remain consistent with the relevant provisions.
<i>The prescribed matters under the Environmental Planning and Assessment Regulation 2000.</i>	The proposed modifications remain consistent with prescribed matters under the Regulations.
<i>The objects of the Act.</i>	<p>The proposed modifications remain consistent with the objectives of the Act 1979, in that they result in substantially the same development as that previously approved and that the proposal will</p> <ul style="list-style-type: none"> <li>• Facilitate ecologically sustainable development</li> <li>• Promote the orderly and economic use and development of land in accordance with industry requirements</li> <li>• Continue to protect species of conservation value</li> <li>• Promote and conserve built and cultural heritage</li> <li>• Promote good design</li> <li>• Promote proper building construction, maintenance and operation.</li> </ul>
<i>The considerations under the Environment Protection and Conservation Act 1999 (Cth).</i>	The proposed modifications remain consistent with the considerations under the Environment Protection and Conservation Act 1999 as the proposed

Reason	Response
	modifications result in substantially the same development as that previously approved.
<i>The considerations under sections 7.14(2) and 7.16(3) of the Biodiversity Conservation Act 2016 (NSW).</i>	The proposed modifications remain consistent with the considerations under the Biodiversity Conservation Act 2016 as the proposed modifications result in substantially the same development as that previously approved. This is addressed in MOD 1. No changes to biodiversity are proposed in this MOD 2.
<i>All information submitted to the Department during the assessment of the development application and any additional information considered in the Department's Assessment Report.</i>	All information submitted to the Department during the assessment of the development application, along with additional information considered in the Department's Assessment Report remains relevant. Where changes are proposed, additional information is supplied within this report or supporting documentation.
<i>The findings and recommendations in the Department's Assessment Report.</i>	Whilst some of the detailed components of the project have changed, the design and operation of the site in a manner contemplated by this modification are consistent with the main premise, findings and recommendations made in the Department's Assessment Report.
<i>The views of the community about the project (see Attachment 1).</i>	Community views about the project provided substantial input into the originally approved design. The impacts of the proposal, particularly on the adjoining receivers to the west were carefully considered by the department. The impacts resulting from the proposed modifications do not substantially alter or increase these impacts.
<p><i>The findings and recommendations set out in the Department's Assessment Report were accepted and adopted as the reasons for making this decision. Additional reasons for making the decision are also recorded in the Department's Assessment Report.</i></p> <p><i>The key reasons for granting consent to the development application are as follows:</i></p>	
<i>The development would provide a range of benefits for the region and the State as a whole, including a total of 1,845 jobs in western Sydney and a total capital investment value of \$447 million in the Penrith LGA.</i>	The proposal remains consistent with the economic and financial positives it will deliver.
<i>The development is permissible with development consent and is consistent with NSW Government policies including the Greater Sydney Region Plan – A Metropolis of Three Cities and Western City District Plan.</i>	The development, inclusive of proposed modifications remains permissible with development consent and consistent with the NSW Government policies including the Greater Sydney Regional Plan

Reason	Response
	– A Metropolis of Three Cities and Western City District Plan.
<i>The impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards.</i>	The proposed modifications do not result in an increase to known or create new impacts. Further discussion on this is included at <b>Section 7.6</b> .
<i>The issues raised by the community during consultation and in submissions have been considered and adequately addressed through changes to the project and the recommended conditions of consent.</i>	The proposed development remains consistent with the approach to managing issues raised during consultation. Where changes are required to conditions of consent, these have been justified within this report and remain substantially the same as the approved development.
<i>Weighing all relevant considerations, the development is in the public interest.</i>	The development inclusive of the proposed modifications remains in the public interest.

## 9. EP&A ACT 1979 - SECTION 4.15 ASSESSMENT

The following environmental planning instruments, policies and guidelines have been considered in the assessment of this modification proposal

- Environmental Planning and Assessment Act 1979.
- State Environmental Planning Policy (State and Regional Development) 2011.
- State Environmental Planning Policy (Western Sydney Employment Area) 2009.
- State Environmental Planning Policy (Infrastructure) 2007.
- State Environmental Planning Policy No.55 (Remediation of Land).
- State Environmental Planning Policy No 64 (Advertising and Signage).

### 9.1. ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

#### 9.1.1. Consistency with Terms of the Concept Approval

SSD 7348 was approved as a Concept Development Application in accordance with Section 4.22 of the Act 1979.

For future stages of Concept Development Applications, Section 4.22 of the Act 1979 requires demonstration of consistency with the terms and conditions of the Concept Approval.

Terms of the Concept Approval are sought for modification as part of this application, including

- Conditions B10 and B11 – in relation to Building Height for Building 1A.
- Condition B18, B18A and B18B – relating to maximum noise levels.
- Appendix 1 Table 6 – Concept Plan references and approved documentation.

The Stage 1 consent (as modified) will remain consistent with the conditions of the Concept approval, as proposed to be modified.

The proposed condition amendments are detailed in **Section 7** of this report.

### 9.2. ASSESSMENT OF ENVIRONMENTAL PLANNING INSTRUMENTS

The proposed modifications to SSD 7348 are such that it is considered there will be no material alteration to the level of compliance achieved with the above EPIs, as shown in **Table 10** below.

Table 10 – Statement of Consistency with Environmental Impacts

Schedule/Clause	Provision	Consistency
<b>SEPP (State and Regional Development)</b>		
Schedule 1	Schedule 1, Group 12 of the SRD SEPP identifies development for the purposes of 'warehouses or distribution centres' to be SSD if it:  <i>'has a capital investment value of more than \$50 million for the purpose of warehouse or distribution centres (including container storage facilities) at one location and related to the same operation.'</i>	The proposed modification to the approval of SSD7348 will remain consistent with this SEPP and is appropriately characterised as SSD.

Schedule/Clause	Provision	Consistency
	The works comprising Stage 1 of the SSDA for the OWE (incorporating infrastructure and building works) will have a value of approximately \$129 million.	
<b>SEPP (Western Sydney Employment Area) 2009</b>		
Clause 3 – Aims	Aims to protect and enhance the land to which the Policy applies (the Western Sydney Employment Area) for employment purposes.	The proposal continues to seek consent for employment uses consistent with the overarching aim of the WSEA SEPP.
Clause 10 – Land Use Zoning	The OWE is zoned IN1 – General Industry and E2 – Environmental Conservation pursuant to this clause.	All uses are consistent with the appropriate zone.
Clause 18 – Development Control Plans	Requires that a DCP be in place before consent can be granted for development within the WSEA.	A site specific DCP was approved by way of SSD 7348.
Clause 20 – Ecologically Sustainable Development	<p>The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that the development contains measures designed to minimise:</p> <ul style="list-style-type: none"> <li>- The consumption of potable water, and</li> <li>- Greenhouse gas emissions.</li> </ul>	No changes are proposed to the ESD measures approved by way of SSD 7348.
Clause 21 – Height of Buildings	<p>The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that:</p> <ul style="list-style-type: none"> <li>- Building heights will not adversely impact on the amenity of adjacent residential areas, and</li> <li>- Site topography has been taken into consideration.</li> </ul>	An assessment of the increased building height (refer <b>Section 7.7</b> ) finds that it will not adversely impact the amenity of adjacent residential areas. Whilst the increased height will be visible from a residence at Bakers Lane (VIA location 4), residents closer to the estate to the south will not have direct site lines to the high bay portion of Building 1A in Precinct 1. The increase of building height is limited to an internally located portion of Building 1A, and therefore the increase will have minimal impact in the context of the entire estate.

<b>Schedule/Clause</b>	<b>Provision</b>	<b>Consistency</b>
Clause 22 – Rainwater Harvesting	The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that adequate arrangements will be made to connect the roof areas of buildings to such rainwater harvesting scheme (if any) as approved by the Director-General.	The site did not previously propose rainwater harvesting. This development remains limited to rainwater collection and reuse on an individual lot by lot basis.
Clause 23 – Development Adjoining Residential Land	This clause applies to any land to which this Policy applies that is within 250 metres of land zoned primarily for residential purposes.	No changes are proposed to the building envelopes of buildings which are located within 250m of land zoned primarily for residential purposes.
Clause 24 – Development Involving Subdivision	<p>The consent authority must not grant consent to the carrying out of development involving the subdivision of land unless it has considered the following:</p> <ul style="list-style-type: none"> <li>• The implications of the fragmentation of large lots of land,</li> <li>• Whether the subdivision will affect the supply of land for employment purposes,</li> <li>• Whether the subdivision will preclude other lots of land to which this Policy applies from having reasonable access to roads and services.</li> </ul>	The proposed modifications to SSD7348 do not include any changes to the subdivision boundaries approved by Council.
Clause 25 – Public Utility Infrastructure	The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.	These services will continue to be provided within the Estate in a manner consistent with that originally approved.
Clause 26 – Proposed Transport Infrastructure Routes	The consent authority must, before determining any such development application, consider any comments made by the Director-General as to the compatibility of the development to which the application relates with the proposed transport infrastructure route concerned.	No changes are proposed to the provision of transport infrastructure routes as part of this modification application.
Clause 29 – Industrial Release Area	Despite any provision of this Policy, the consent authority must not grant consent to development on land to which this clause applies unless the Director-General has certified in writing to the consent authority that	A current VPA arrangement is in place for Oakdale West Estate and sets out the required SIC contributions. Confirmation has been

Schedule/Clause	Provision	Consistency
	satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services (including the Erskine Park Link Road Network) in relation to which this Policy applies.	obtained that satisfactory arrangements have been made, in accordance with this clause, for the provision of regional infrastructure.
Clause 31 – Design Principles	<p>In determining a development application that relates to land to which this Policy applies, the consent authority must take into consideration whether or not:</p> <ul style="list-style-type: none"> <li>• The development is of a high quality design, and</li> <li>• A variety of materials and external finishes for the external facades are incorporated, and</li> <li>• High quality landscaping is provided, and</li> <li>• The scale and character of the development is compatible with other employment-generating development in the precinct concerned.</li> </ul>	The proposal is considered to remain of a high quality design standard. A variety of materials and external finishes for the external facades are proposed, along with high quality landscaping. The scale and character of the development is compatible with other employment generating development in the area. The proposed changes will not alter the proposals compliance with this clause.
<b>State Environmental Planning Policy (Infrastructure) 2007</b>		
Schedule 3 – Traffic Generating Developments to be referred to the RMS	<p>The <i>Infrastructure SEPP</i> aims to facilitate the effective delivery of infrastructure across the State by providing a consistent planning regime for infrastructure and the provision of services.</p> <p>The SEPP deals with traffic generating development and requires referral and concurrence of the NSW RMS for certain development which is expected to generate significant traffic.</p>	<p>The proposed modification reduces the overall total GLA, however increases the internal GFA &amp; GLA resulting from additional mezzanines. The proposal supports an automated warehouse and distribution centre, which in turn generates less traffic that that previously anticipated.</p> <p>The project was referred to RMS as part of the SSDA process. Subsequent referral may occur as part of this modification application.</p>
<b>State Environmental Planning Policy No. 33 – Hazardous and Offensive Development</b>		
Part 3 – Potentially hazardous or potentially offensive development	<i>SEPP 33</i> requires the consent authority to consider whether an industrial proposal is a potentially hazardous or a potentially offensive industry. In doing so, the consent authority must give careful consideration to the specific characteristics and circumstances of the development, its location and the way in which the proposed activity is to be carried out. Any	A Preliminary Hazard Analysis has been undertaken as part of assessing the proposed modifications. The analysis has concluded that with the implementation of appropriate

Schedule/Clause	Provision	Consistency
	application to carry out potentially hazardous development must be supported by a preliminary hazard analysis (PHA).	recommendations, the facility will not exceed the acceptable risk criteria. The proposal remains at a classification level of potentially hazardous, meaning the facility remains permitted within the current land zoning for the site.
<b>State Environmental Planning Policy No. 55 (Remediation of Land)</b>		
Clause 7- Contamination and remediation to be considered in determining development application	<p><i>SEPP 55</i> seeks to provide a State-wide planning approach to the remediation of contaminated land.</p> <p>Clause 7(1)(a) of the SEPP requires that the consent authority, when assessing a development application, consider whether the land is contaminated and whether it is suitable for the proposed use.</p> <p>It also requires that consent authority review a report specifying the findings of a preliminary contamination investigation of the land concerned when considering an application which involves a change of use of the land.</p>	<p>The original ESA findings apply consistently to the proposed modifications.</p> <p>The proposed development does not result in a change of use to the land from that approved under SSDA 7348. Potential contamination and its management has been considered and documented in the original EIS and SSDA.</p> <p>There will be no change to the location of development pads as approved – as a result there is no change to the contamination status of the soils since completion of the ESA submitted with the original SSDA.</p>

### 9.3. STATE ENVIRONMENTAL PLANNING POLICY NO 64 – ADVERTISING AND SIGNAGE

State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 64) applies to all signage and advertisements, which can be displayed with or without development consent under an environmental planning instrument and is visible from any public place or public reserve.

An assessment of SEPP 64 has been undertaken in respect to the proposed signage on the site, including wayfinding and building / business identification signage. As set out under SEPP 64, the consent authority is required to consider and assess any proposed signage and/or advertisements against the Assessment Criteria set out under Schedule 1 of the SEPP. As the proposed signage does not comprise third party advertising signage and as such Part 3 of the SEPP is not a matter for consideration in this instance.

An assessment of the proposed signage against the objectives of the SEPP and relevant criteria for assessment has been undertaken and is summarised in **Table 11**.

Table 11 – SEPP 64 Compliance

Control	Proposed	Complies
<b>1. Character of the Area</b>		
<p><i>Is the proposal compatible with the character of the area or locality in which it is proposed to be located?</i></p> <p><i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i></p>	<p>The proposed signage is compatible with the industrial land use zoning and desired future character OWE. The proposed signage will not detract from the streetscape as the signage will be located within the OWE and Precinct 1 and will not disrupt vehicular flow.</p> <p>The scale and location of the proposed signage is consistent with the scale of the proposed OWE and adjoining industrial development. The proposed street landscaping will further integrate the signage within the streetscapes.</p>	Yes
<b>2. Special Areas</b>		
<p><i>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?</i></p>	<p>The proposal does not detract from the amenity or visual quality of any environmentally sensitive areas, natural or other conservation areas, open space area, waterways or rural landscapes.</p> <p>The proposed signage will not adversely impede the visibility of other signage within the surrounding area.</p>	Yes
<b>3. Views and Vistas</b>		
<ul style="list-style-type: none"> <li><i>Does the proposal obscure or compromise important views?</i></li> <li><i>Does the proposal dominate the skyline and reduce the quality of vistas?</i></li> <li><i>Does the proposal respect the viewing rights of other advertisers?</i></li> </ul>	<p>The signage will not obscure or compromise views, dominate the skyline or impede on the viewing rights of other advertisers.</p> <p>The proposed signage locations are contained within the faced</p>	Yes

Control	Proposed	Complies
	extents of the proposed building elevations.	
<b>4. Streetscape, setting or landscape</b>		
<ul style="list-style-type: none"> <li><i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i></li> <li><i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i></li> <li><i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i></li> <li><i>Does the proposal screen unsightliness?</i></li> <li><i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i></li> <li><i>Does the proposal require ongoing vegetation management?</i></li> </ul>	<p>The proposed signage is compatible with the scale of the buildings proposed and of the intended nature of the industrial estate.</p> <p>The proposed signage will incorporate quality materials and finishes and provide a coherent and integrated colour scheme based on the marketing colours of Goodman. Signage locations will enable future tenants and delivery drivers to appropriately locate signage without detracting from the appearance of the buildings or estates.</p> <p>The proposal will appropriately reflect the future design and character of OWE and does not present visual clutter.</p>	
<b>5. Site and building</b>		
<ul style="list-style-type: none"> <li><i>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?</i></li> <li><i>Does the proposal respect important features of the site or building, or both?</i></li> <li><i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i></li> </ul>	<p>The signage remains compatible with the scale of the built form and within Precinct 1 and the OWE. The signage provides for informative communication while not detracting from built form architectural elements.</p>	Yes
<b>6. Associated devices and logos with advertisements and advertising structures</b>		
<i>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?</i>	<p>The signage will continue to display the Goodman name and logo as well as future tenants name and logo, in accordance with their brand identity.</p> <p>Illumination devices are integrated into the design of the</p>	Yes

Control	Proposed	Complies
	sign to provide for easy viewing without creating unreasonable impacts on the surrounding environment.	
<b>7. Illumination</b>		
<ul style="list-style-type: none"> <li>• <i>Would illumination result in unacceptable glare?</i></li> <li>• <i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i></li> <li>• <i>Would illumination detract from the amenity of any residence or other form of accommodation?</i></li> <li>• <i>Can the intensity of the illumination be adjusted, if necessary?</i></li> <li>• <i>Is the illumination subject to a curfew?</i></li> </ul>	Illumination is proposed across site identification pylons, building identification pylons, wayfinding pylons, and for Goodman signage affixed to buildings. Illumination will occur at low wattage and will not impact the safety or amenity of pedestrians, vehicles or nearby residential accommodation. The light source for the signage will be static.	Yes
<b>8. Safety</b>		
<ul style="list-style-type: none"> <li>• <i>Would the proposal reduce the safety for any public road?</i></li> <li>• <i>Would the proposal reduce the safety for pedestrians or bicyclists?</i></li> <li>• <i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i></li> </ul>	The proposed signage will not distract motorists. No safety implications for pedestrians or vehicular users are envisaged. The signage will not be illuminated and will be set back from the property boundaries.	Yes

## 9.4. PROPOSED ENVIRONMENTAL PLANNING INSTRUMENTS

There are no draft environmental planning instruments relevant to the assessment of this modification.

## 9.5. PLANNING AGREEMENTS

Planning agreements are in place for the Oakdale West Estate and will not be affected by the proposed modifications.

## 9.6. REGULATIONS

The application has been prepared and assessed in accordance with the relevant provisions of the Environmental Planning and Assessment Regulation 2000.

## 9.7. LIKELY IMPACTS OF THE DEVELOPMENT

### 9.7.1. Built Form

#### 9.7.1.1. Site Layout and Building Configuration

The buildings on the site are proposed to be reconfigured and re-oriented from that approved under the Stage 1 consent. The reconfiguration alters the building layout and size but retains the three building forms within the Precinct. The number of building tenancies within these three buildings increases from three to four. The overall site layout continues to provide for onsite truck movement and circulation, deliveries, and car parking.

The reconfiguration of the buildings results in an overall site coverage within Precinct 1 of 58% for Lot 1A and 47% for Lot 1B) (excluding awnings) which is consistent with the requirement of draft Concept consent condition B9 for maximum site coverage (excluding awnings) of 65%.

The impacts resulting from this change in building location and configuration area assessed below in respect to height, visual impact and traffic generation, and are considered to be minimal or acceptable.

#### 9.7.1.2. Building Height

Two of the three buildings within Precinct 1 will retain compliance with the Concept Approval maximum building height of 15m. The high bay section of Building 1A will reach a maximum of 36m to the top of ridge line, and 39m inclusive of rooftop plant, solar and screening.

The portion of the high bay is equivalent to approximately 40% of the building footprint for Building 1A. When considered in terms of the quantum of building area anticipated by the Concept approval, this area equates to 8% of the total building area of OWE.

The impacts resulting from this increased height are assessed in terms of visual impact in Section 7.7.5 below. Overall the building will be read in the context of the wider industrial estate and will not generate significant built form impacts. The building will remain industrial in appearance.

Overall the impacts resulting from the change in built form and height will manifest in operational and visual changes from outside the estate, rather than impacts such as overshadowing or built form relationship. These are assessed below.

#### 9.7.1.3. Floorspace and use

The overall building footprint within Precinct 1 will reduce as a result of the proposed changes, primarily to support the increase height and resultant internal usable floor space of Building 1A. Precinct 1 will see a reduction in the total building area of 26,679 sqm, and a 1% reduction of internal office space.

The total GFA of the Precinct and subsequently the estate will increase from the approved 476,000 sqm to 480,992sqm, representing a 0.9% increase. This has resulted from the additional internal mezzanines which facilitate the internal operations of Building 1A.

Impacts which result from the internal operations of buildings have been consideration under a variety of impacts covered within this section of the report. The reduced footprint should not be considered in isolation. A numerical decrease is not necessarily representative of a decrease in the overall impacts of the development.

Particularly relevant to Building 1A which yields a reduced footprint, yet increased internal operational floor space, is the intended final use of the building. As has been detailed in **Section 6.7**, Building 1A is proposed to facilitate a state of the art automated warehouse and distribution centre. The key consideration of this proposal is the enhanced automation of the operations occurring on site, which directly results in reduced impacts in other areas of the proposal such as traffic impacts. While on balance the reduced building footprint and increased internal usable floor space may be somewhat comparable in an estate wide context, the reduced impacts directly resulting from the automated operations of Building 1A are considered to lessen impacts of the development overall.

The impacts from changes to floorspace as part of the proposal are not considered to drastically alter the impacts of the proposed development. It is considered that these changes result in direct improvements to the development.

#### 9.7.1.4. Setbacks

Setbacks to all frontages and roads remain consistent with the Concept consent conditions. No additional impacts will be created, nor will known impacts be increased as a result of the proposed changes in relation to the development's setbacks.

#### 9.7.2. Traffic and Car Parking

A traffic assessment was prepared by Ason Group included at **Appendix E** outlining the proposed amendments and the anticipated impacts compared with that anticipated to be approved by SSD 7348.

In undertaking their assessment, ASON modelled the forecast traffic generation from the intended future Stage 1 operators. Modelling was undertaken to reflect 'normal' operating conditions throughout the majority of the year, as well as 'peak' seasonal traffic generation in the six week end of year period.

The future tenant of Building 1A provided information regarding the temporal breakdown of the anticipated supplier and store truck movements. Information provided represented a typical standard operation day, and a seasonal peak day. The TIA has conservatively adopted the seasonal peak period traffic movements collectively with the information relevant to a typical period. This results in a robust assessment of the entire operating year and should be considered as an additional level of assurance for traffic analysis.

Further, expected staff movements for Lot 1A have been provided by the future tenant in the form of a temporal breakdown. A complete summary of movements relevant operational peak periods is summarised within the TIA. It should be noted that a private vehicle trip rate of approximately 96% has been used in the calculations.

With reference to both staff and truck movements, the shift structure for Lot 1A was analysed in the AM and PM commuter peak periods, though it is acknowledged that it would generate higher traffic flows outside of those peak hours - particularly at the start and end of the main warehouse shift periods.

Lots 1B & 1C will provide for 'standard' warehouse development. Therefore, analysis of these lots has been done so consistent with the generation rates referenced in the overarching SSD (from the RMS Guide Update).

The results of this assessment found that

- The traffic generated by Precinct 1 during the AM and PM peak periods will be 96 vehicles fewer than forecast in the SSD Stage 1 Approval during the standard operational period. During non-peak seasonal activity, traffic generation will be 87 fewer vehicles than forecast in the SSD Stage 1 Approval.
- The total daily traffic generation for the Precinct during standard operation is forecast to be 143 fewer vehicles than that contemplated by the SSD Stage 1 Approval.
- During the peak seasonal activity (around Christmas for a short period of the year), traffic volumes will exceed that anticipated under the SSD Stage 1 Approval by 301 vehicles per day. This represents approximately a 13% increase in traffic generation level resulting from Stage 1 during this peak period only. The increase in traffic generation is considered to be minor, at 13%.
- On the basis that this occurs only for approximately 6 weeks during the end of year period, the additional vehicle trips can be accommodated by the road network. Additionally, this minor exceedance (above the average daily number of movements) during a short period of time is acceptable when considering the traffic impacts of the wider OWE over the entire year.
- As such, the operation of key intersections and the local road network (following the proposed and conditioned upgrades) would generally operate at the same or improved levels of service than was provided for under the current SSD Approval.
- Accordingly, the proposed modification would result in the broader Estate generally creating less traffic impact during critical peak hours (outside of the peak seasonal period) as well as daily traffic volumes when compared with the approved development.
- All internal roads, access driveways, car parks and service areas have been designed with reference to the DCP and appropriate Australian Standards.
- Pad level increases in Lot 1B will require additional fill to account for the increase in final pad heights. The traffic assessment found that the highest construction traffic volumes will occur after completion of the Western North South Link Road. Notwithstanding this, construction traffic will remain substantially

less than the future operational traffic during construction and will have no unacceptable impacts on the surrounding road network.

Overall, the anticipated traffic generation sits within the acceptable limits from the site as previously assessed and approved. Car parking will be provided at an adequate ratio to cater for the needs of the development including staffing and shift turnover and has been designed to cater for the manoeuvrability needs of the site. The surrounding road network will not be detrimentally impacted as a result of the proposed changes. Additional impacts are considered acceptable when viewed on balance across the entire year.

### 9.7.3. Air Quality

An Air Quality Impact Assessment (AQIA) prepared by SLR Consulting included at **Appendix L** has assessed the air quality impacts from the operational phase of the OWE, specifically looking at changes proposed to Precinct 1.

Air quality impacts associated with the proposed construction activities were assessed using a qualitative risk-based approach. Taking this approach, it was concluded that air quality impacts during construction of the OWE can be adequately managed using best practice mitigation and management measures. The risk of any residual impacts after the implementation of mitigation measures was concluded to be low.

For the operational phase, atmospheric dispersion modelling was used to assess potential air quality impacts at the nearest sensitive receptors due to air emissions from vehicular traffic associated with each of the precincts within the OWE. The results of the modelling were presented as:

- The incremental impacts associated with traffic emissions from all five precincts.
- Cumulative impacts of emissions from the whole OWE plus background concentrations.

The assessment incorporated findings taken from the TIA prepared by ASON Group which noted annual traffic generation from Precinct 1 of the OWE will not, on balance, increase. It was therefore concluded that the estimated pollutant emissions from the OWE will not change.

In summary, the assessment concluded that no change in impacts will result from the proposed modifications to Precinct 1.

### 9.7.4. Acoustic & Vibration

The SLR Noise Impact Assessment included at **Appendix D**, and the acoustic conditions reflected in the development consent, assume noise generation based on the approved building layout for Precinct 1 as well as full operation and final build-out of the OWE. Further, this report assesses the noise and vibration generation from the entire OWE based on the amended Precinct 1 layout.

Assumptions used for noise modelling have been detailed within the acoustic assessment provided at Appendix D. It is considered that should these assumptions require updating to support future applications, they would be assessed at this time.

#### Estate Wide Noise Modelling

Subsequent to the commencement of the SSDA Noise Impact Assessment for Oakdale West, prepared by SLR in support of SSD7348, the EPA released the *Noise Policy for Industry* (NPfI) which supersedes the *Industrial Noise Policy* (INP). The NPfI provides guidance on assessment of the potential for sleep disturbance from maximum noise level events during the night time period.

The NPfI states that where  $L_{Amax}$  noise levels from the development at a residential location exceed 52 dBA or the prevailing RBL plus 15 dB, whichever is greater, a detailed maximum noise event assessment should be undertaken. The detailed assessment should discuss the level of events, the exceedance of the screening level, existing maximum noise levels, and consider guidance from current literature regarding sleep disturbance, such as the EPA's *Road Noise Policy* (RNP).

The  $L_{A1(1 \text{ minute})}$  noise levels specified in the Development Consent condition B18 are based on the sleep disturbance screening level of RBL plus 15dB.

Worst case  $L_{A1(1 \text{ minute})}$  noise limits specified in Consent condition B18 are exceeded at N4 under standard weather conditions, and at N1, N4 and N5 under noise enhancing weather conditions, however 52 dBA is only exceeded at N1 and N4 under noise-enhancing weather conditions.

While the maximum noise levels are predicted to exceed the RBL plus 15 dB criteria, the noise levels are below the levels outline in the RNP that would be considered to have potential to cause sleep disturbance and would be similar in level to the existing ambient noise environment.

As the  $L_{A1(1 \text{ minute})}$  noise limits specified in condition B18 are lower than the sleep disturbance screening level specified in the NPfI, it is recommended that the  $L_{A1(1 \text{ minute})}$  noise limits be modified to be 52 dBA, consistent with the NPfI sleep disturbance screening level. It is noted that the maximum noise levels are predicted to exceed the screening level during the night time period, however only under noise enhancing weather conditions. The maximum noise level assessment concludes that the predicted noise levels would be unlikely to result in sleep disturbance.

The recommended modification to the  $L_{A1(1 \text{ minute})}$  noise limits are reflected in the proposed condition modifications at Section 5 of this report.

### **Precinct 1 Only Noise Modelling**

Noise modelling was undertaken for the temporary scenario – when Precinct 1 is operational but prior to the construction of adjacent buildings which may act as a noise barrier between Precinct 1 and nearby sensitive receivers. The noise barriers in Precinct 2 were included in this modelling scenario as the barriers are proposed to be constructed prior to the commencement of operations in Precinct 1. It is noted that the noise barriers in Precinct 2 needed to be constructed and extended further north than those included in the approved Precinct 2 design, and the northern section increased from a height of 2m to a height of 5m. The extension of the barrier to the north and height change is required to minimise noise levels prior to the construction of the adjacent Precinct 2 warehouse.

The SLR assessment found that, when Precinct 1 is operated in isolation, increases will occur to noise levels at sensitive receivers above the approved maximum dBA approved by Condition B18 at three locations, being:

- N3 Kems Creek nearest residential property
  - Night (noise-enhancing weather): +6 dBA for  $L_{Aeq(15 \text{ minute})}$
  - Night (noise enhancing weather): +8 dBA for  $L_{A1(1 \text{ minute})}$
- N4 Kems Creek other residences
  - Night (noise enhancing weather): +2 dBA for  $L_{Aeq(15 \text{ minute})}$
  - Night (noise enhancing weather): +4dBA for  $L_{A1(1 \text{ minute})}$
- N5 Kems Creek other residence
  - Night (noise enhancing weather): +1dBA for  $L_{A1(1 \text{ minute})}$

The conditions avail noise exceedances to receiver N3 subject to execution of a Noise Agreement with the owner of that property. A noise agreement was established in accordance with the original SSDA, however is required to be updated to ensure the changes as proposed under MOD 2 are included.

While an exceedance of the night time  $L_{Aeq}$  criteria is predicted at N4 it is noted that this exceedance is minor (up to 2dBA) and only occurs during noise-enhancing weather conditions. Section 4 of NPfI discusses the significance of residual noise impacts following implementation of feasible and reasonable noise mitigation. It notes that a residual exceedance of up to 2 dBA is negligible in significance and would not warrant receiver-based treatments or controls.

Worst case  $L_{A1(1 \text{ minute})}$  noise levels are predicted to be above the relevant criteria at N4 and N5 under noise enhancing weather conditions. These predicted maximum noise levels are below the levels outlined in the Road Noise Policy that would be considered to have potential to cause sleep disturbance and would be similar in level to the existing ambient noise environment. Additionally, the predicted  $L_{A1(1 \text{ minute})}$  noise levels for the 'Precinct 1 only' scenario is lower than the maximum noise levels predicted for the 'All Precincts' scenario.

In order to ensure that Precinct 1 can operate within the approved acoustic limits set by Condition B18, a minor wording change is proposed to that condition to allow a minor tolerance of +2dBA emanating from Precinct 1 and that changes to the noise wall on Precinct 2 must be made and constructed prior to operation of Precinct 1. It is likely that this minor increase will occur for a short time only, due to the anticipated

construction timeframe for Precinct 2, however it is noted that the extension to the noise wall is to remain as a permanent feature.

The Precinct 1 only development scenario is a temporary situation and noise levels at the surrounding receivers would be lower as additional structures are constructed in other precincts of OWE between Precinct 1 and these receivers. As such it is considered that these exceedances are minor and temporary in nature, and as such would be acceptable during construction of the estate.

### Acoustic Peer Review

A Peer Review of the SLR Noise Impact Assessment was undertaken by Wilkinson Murray (WM). WM concurred with the SLR assumptions for operational noise generators, and also the modelling undertaken for the whole of estate and Precinct 1 Only scenarios. WM concluded that considers the SLR noise assessment to have been undertaken adequately and proficiently and generally in accordance with the relevant guidelines and policy. WM generally concurs with the methodologies applied to the technical assessment and its conclusions.

As such it is considered that the predicted noise levels generated by Precinct 1 in isolation and in conjunction with a fully developed OWE, under both normal and noise-enhancing weather conditions, will not cause unreasonable amenity impacts to nearby sensitive receivers.

### Vibration

As a result of the findings of the Noise Impact Assessment, additional impacts in the form of vibration are not anticipated. Monitoring requirements will be detailed in operational and construction noise and vibration management plans prepared separately to this report.

## 9.7.5. Visual Impact Statement

Department of Planning, Industry and Environment (DPIE) provided an assessment report in August 2019 for Oakdale West Estate (SSD 7348) and the following recommendation has been made regarding the visual impacts of the approved proposal.

*“The Department’s assessment concludes the Concept Proposal and Stage 1 DA would result in permanent visual changes in the landscape that are consistent with the industrial zoning of the site and other industrial estates within the WSEA. The Department considers further detailed assessment is required in subsequent DAs for warehouses adjacent to the sensitive receivers on the western and southern boundaries to ensure the design and scale of future buildings is appropriate and compatible with the existing adjacent developments and an optimal visual outcome is achieved. (P. 39 Oakdale West Estate (SSD 7348) Assessment Report, DPIE)”*

A Visual Impact Assessment has been prepared by E8Urban for the proposed changes to Precinct 1 of the OWE, and is included at **Appendix H**. This report was subsequently peer reviewed by Clouston Associates to ensure consistency in approach and conclusions. Both reports address views from properties external to the OWE precinct, from locations used to inform the original Visual Impact Assessment undertaken to support SSD 7348. The Masterplan Principles and views to the site from the North South Link Road which bisects the site further formed part of the assessment. Each element is addressed below.

In summary, both reports conclude the proposed changes to the built form within Precinct 1 will not contribute to any additional visual impacts from the surrounding public and private receivers assessed.

### Views from Outside OWE

The E8Urban VIA summary of findings notes there is no difference in view impact between the approved Stage 1 building form and the proposed amended building form from all view locations where a comparative assessment has been undertaken.

E8Urban notes that in all instances, except for from View Location 04

- the analysis provided in the relevant montage figures show that there will be no discernible change to the previous assessment of view 01-03 and 05-07. It was concluded that the assessed visual impact from these locations would not change.
- In respect to View 04, from a Bakers Lane private residence, the analysis found that The proposed high bay building element will be discernible from the property when looking towards the OWE.

- While there is a potential for the proposed high bay building to be visible from the private open space within the residence on Bakers Lane, the additional height would not change the character of the outlook which is a view across an industrial estate, consistent with the desired future character of WSEA.
- The analysis from view point 7 notes that while the additional noise wall proposed under MOD 2 results in a changed view, the change is negligible and does not impact on the view rating.

The analysis provided in Figures 32 – 38 of the E8 Urban report shows that there will be no discernible change to View 04.

The table below at **Figure 17** summarises the E8 Urban assessment.

Figure 17 – Summary of Findings – E8 Urban VIA

View No	Location	2017 VIA Assessment	Updated 2019 VIA Assessment	Comments
1	Greenway Place	Moderate-Low	Moderate-Low	The distance between the receiver and the OWE make any visual impact negligible.
2	Capitol Hill Drive	Negligible	Negligible	The distance between the receiver and the OWE make any visual impact negligible.
3	Adlington Road	Negligible	Negligible	The distance between the receiver and the OWE make any visual impact negligible.
4	Private Residence Bakers Lane	High-Moderate	High-Moderate	The orientation of the garden within the private residence faces due north and the proposed High Bay building would be visible but not alter the character of the 2019 Approved Development, and would not impact the view as previously assessed..
5	Emmaus Catholic College	Moderate	Moderate	The extent of the changes to the built form are minor in relation to the approved 2019 Approved Development. Furthermore the proposed landscape buffer would provide an effective screen mitigating the visual impacts.
6	Emmaus Catholic College	High-Moderate	High-Moderate	The extent of the changes to the built form are minor in relation to the approved 2019 Approved Development. Furthermore the proposed landscape buffer would provide an effective screen mitigating the visual impacts.
7	Emmaus Residential Aged Care	Moderate-Low	Moderate-Low	The extent of the changes to the built form are minor in relation to the approved 2019 Approved Development. Furthermore the proposed landscape buffer would provide an effective screen mitigating the visual impacts.

Source: E8 Urban VIA

### Clouston Peer Review

The peer review by Clouston has detailed the impact, in respect to all 7 viewpoints, that there is no additional visual impact expected from that approved by DPIE by way of SSD 7348. The visual impact ratings remain unchanged. Clouston does go on to detail that, where impact ratings remain moderate or high (but still consistent with the original view impact rating), mitigation measures including proposed landscape planting will reduce the overall visual impact.

- Viewpoint 4: Despite the limited visibility from Viewpoint 4, the proximity of the Project and period of view is critical with the main living room facing the view, therefore the visual impact is moderate/high. Mitigation by way of planting would likely reduce the visibility of the wider background of the Blue Mountains.

- Viewpoint 5: This view has the highest visual impact due to the proximity of the Project, scale of change, quantum of view etc. The proposed buildings have significant impact on this viewpoint however the proposed landscape buffer zone with trees and understory planting will filter the building mass and greatly reduce the visual impact.
- Viewpoint 6: Similar to Viewpoint 5, this view has a high visual impact due to the proximity of the proposed building, scale of change and quantum of view. However, the proposed landscape buffer zone with trees and understory planting will filter the building mass and greatly reduce the visual impact.
- Viewpoint 7: Despite the proximity of the Project, the existing trees significantly filter a large proportion of the proposed building, therefore the visual impact is Moderate. In addition, similar to Viewpoint 5, the proposed landscape buffer zone with trees and understory planting will reduce the impact.

### Master Plan Principles

A number of key Master Plan Principles were developed as part of the broader urban design strategy for OWE. The Principles were organised according to four themes:

- Land Use Integration.
- Landscape and Public Domain.
- Built Form.
- Place Making and Working Environment.

These principles informed spatial planning for the OWE and were intended to contribute toward the detailed design in later stages. The proposed amendments do not detrimentally impact on the key Master Plan Principles, and do not result in visual impacts which are substantially different to that previously approved. The assessment shown in the E8 Urban VIA demonstrates that the proposed modifications would not impact the overarching urban design Principles as set out in the 2017 Urban Design Report for the OWE.

### 9.7.6. Landscape

The proposed modification includes a reconfigured layout and built form within Precinct 1. As a result, the landscape plan has been updated to reflect the changes to the built form and site arrangement. The proposed landscape design is consistent in principle with the approved landscape scheme for Precinct 1.

Landscaping is provided along the site boundaries with the Estate Roads. Further detailed specifics as shown in the updated Landscape Plans included at **Appendix B** demonstrate the proposal's consistency with the approval, and will include

- Tree planting within the car parking areas to increase green canopy, provide shade and minimise the heat island effect of the hardstand areas.
- Consistent street frontage landscape character with appropriately selected planting suitable to the environment and to provide clear sight lines consistent with Crime Prevention Through Environmental Design (CPTED) principles.
- Low height plants in and around proposed signage locations so as to not visually obstruct the signage.
- Hardwood sleeper mullions reflective of the existing landscaper character of the area.
- Jakob Rope Systems to allow 'creeping' plant growth on building walls and provide natural shade covers.
- 1m wide tree pits with weathering steel edging.
- Feature trees with up lighting.

The Landscape Plan responds to the proposed building locations and will provide a green presentation to the street network. The proposed landscape clearly articulates a refined approach to the site's future landscape character consistent with the intended landscaping approach for the entire OWE. The proposed landscape design is considered to be appropriate for the site and acceptable for the development of Precinct 1.

### 9.7.7. Stormwater Impacts

In support of changes to the Precinct 1 layout and pad heights, the Civil Design Package included at **Appendix C** demonstrates that all stormwater drainage within the Oakdale West development has been

designed in accordance with the Penrith City Council Engineering Guidelines. This includes design of the stormwater network (pits and pipes), On-Site Detention basins and Water Sensitive Urban Design (WSUD) infrastructure. To summarise:

- OSD has been sized to ensure that for all rainwater events up to and including the 1:100 ARI event, it does not increase stormwater peak flows in any downstream areas;
- OSD is provided to mitigate post development flows to pre-developed flows for peak Average Recurrence Interval (ARI) events;
- WSUD will achieve the following target reductions:
  - 85% Total Suspended Solids (TSS)
  - 60% Total Phosphorus (TP)
  - 45% Total Nitrogen (TN)
  - 90% Gross Pollutants (GP)
- Finished Floor Levels (FFL) to have minimum 500mm freeboard to 100-year overland flows; and
- The implementation of OSD to mitigate flows and WSUD systems to treat the water runoff prior to discharging into Ropes Creek and the existing unnamed creeks to the west demonstrates a commitment to adhere to the Sydney Regional Environmental Plan (SREP) No 20 – Hawkesbury-Nepean River guidelines.
- This confirms that there will be no additional impacts, nor an increase to known impacts which result from stormwater management of Precinct 1 of the OWE development site. the proposed stormwater management strategy is therefore considered to be suitable for the site.

### 9.7.8. Site Water Balance

The water balance was simulated using a water cycle management model as part of the MUSIC Model to allow the evaluation of various elements of the water cycle to be assessed at differing stages in the development. Penrith City Council WSUD policy (July 2015) stipulates the rainwater tanks to meet 80% of non-potable demand including outdoor use, toilets and laundry.

Potable water supplies in the Sydney area are in recognised short supply with projected population increases, potential climate change and periods of extended drought and any development in sources of the Sydney region places increasing demands on an already reduced water supply. As a result, government bodies, together with Sydney Water have encouraged sustainable development by the implementation of an integrated approach to water cycle management (potable water, sewage, stormwater and rainwater) to minimise demands of potable water supplies.

Whilst opportunities for Water Reuse include such initiatives as regional stormwater harvesting, black water recycling and recycled water, this development is limited to rainwater collection and reuse on an individual lot by lot basis.

The Civil, Stormwater and Infrastructure Services Report at **Appendix C** has utilised MUSIC modelling to estimate tank size for each lot within the development to demonstrate the water reuse possible. Further, the assessment has identified two end uses which may utilise the water across the site, being toilet and urinal flushing, and landscape watering.

The use of rainwater harvest tanks designed to provide for 80% of all non-potable water required for each lot demonstrates the proposals impact on require water usage is minimised as required by Council standards. This is in line with the industry best practise and the NSW Stage Government's objective of reducing the amount of potable (drinking) water consumed for non-potable uses.

### 9.7.9. Preliminary Hazard Analysis

A Hazard Identification tables was developed for the warehouse facilities in Precinct 1 to identify potential hazards that may be present at the site as a result of operations or storage of materials. Based on the identified hazards, scenarios were postulated that may result in an incident with a potential offsite impact.

From the analysis conducted, it is concluded that the risks at the site boundary are not considered to exceed the acceptable risk criteria, therefore the facility would only be classified as potentially hazardous and would

be permitted within the current land zoning for the site. Notwithstanding the conclusions following the analysis of the facility, the following recommendations have been made.

- The site shall be designed to contain any spills or contaminated water from a fire incident within the boundaries of the site.
- Multiple spill kits should be provided around the DG storage areas to ensure spills can be cleaned up immediately following identification.
- The warehouse and/or site boundaries shall be capable of containing 612 m<sup>3</sup> which may be contained within the warehouse footprint, site stormwater pipework and any recessed docks or other containment areas that may be present as part of the site design.
- The civil engineers designing the site containment shall demonstrate the design is capable of containing at least 612 m<sup>3</sup>.
- A storm water isolation point (i.e. penstock isolation valve) shall be incorporated into the design. The penstock shall automatically isolate the storm water system upon detection of a fire (smoke or sprinkler activation) to prevent potentially contaminated liquids from entering the water course.
- The findings of the report conclude that the amendments to Precinct 1 do not increase known, nor create new additional impacts resulting from the storage or use of hazardous materials to be location on the site. the recommendations above can be incorporated into the detailed design of the warehouse buildings or be incorporated into the operational management plan for the building prior to occupation.

### 9.7.10. Biodiversity

During the assessment of SSD 7348 the Biodiversity Offset Strategy (BOS) was prepared under the TSC Act which has since been replaced by the BC Act, for which transitional arrangements have since expired. Under MOD 1, and to comply with Condition 90 of the overarching consent, Goodman propose to purchase and retire offset credits from the market. This will avoid potential lengthy delays in preparing a Biodiversity Stewardship Site Assessment Report which is required to establish an onsite biodiversity offset area (referred to as a Biodiversity Stewardship Site under the BC Act).

Under MOD 2, there are no changes to the approach proposed under MOD 1. All works proposed under MOD 2 are located within the existing footprint of the works already approach under the overarching approval.

No further assessment is required.

## 9.8. SUITABILITY OF THE SITE

As demonstrated within this report and the original EIS in respect to the approved SSD 7348, the proposed development as modified is expected to provide positive employment generation both locally and in the broader economy. It is envisaged that the OWE will provide between 1,065 construction jobs and 1,854 operational jobs.

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

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

- Outcomes that support the strategic role and objectives of the OWE as part of the WSEA and Broader WSEA.
- Outcomes that align with the future context and role of the WSEA and Broader WSEA as an economic hub for Greater Sydney.
- The proposal will continue to deliver critical infrastructure and services to the WSEA for the benefit of the broader area through an envisaged land use specifically tailored for the site.
- Significant private sector investment in the area and indirect benefits for productivity of the local economy.

- Generation of significant employment for the Western Sydney Region. The full development would generate 1,845 operational jobs in western Sydney and Stage 1 would generate approximately 459 operational jobs.
- The proposal as proposed to be modified will continue to accord with the relevant State objectives and provisions.

Modifications the subject of this request do not alter the site suitability.

## **9.9. SUBMISSIONS**

This Section 4.55(2) application may be notified. Any submissions received in response to the public exhibition will be reviewed as part of the assessment process.

## **9.10. PUBLIC INTEREST**

The proposed development is deemed to be in the public interest for the following reasons

- The proposal is consistent with the objectives of the EP&A Act 1979 and the proposal encourages the economic and orderly development of the land.
- The proposed development is permitted with consent and the proposed modifications do not alter this permissibility.
- The proposal does not generate adverse environmental impacts or impact the amenity of the adjoining properties or the public domain.
- The proposal will provide economic investment into the already prospering Oakdale industrial area and deliver additional local employment both during construction and once operational.

# 10. CONCLUSION

This Environmental Assessment Report is submitted to the Department in support of a Section 4.55(2) application to modify SSD 7348. On 13 September, approval was granted to SSD 7348, for the staged development of the Oakdale West Estate.

SSD 7348 approved the Concept Proposal and Stage 1 works relating to the overall development of the OWE including the establishment of road layouts, site levels, subdivision and infrastructure delivery. Modification 1 which has been recently submitted to the DPIE, will seek approval for minor amendments to Precinct 2, bioretention basins and other minor layout changes within the approved Master Plan.

This Section 4.55(2) application seeks approval for a variety of changes to Precinct 1, primarily to facilitate the future tenant of Building 1A.

Changes proposed will result in amendments to conditions specific to both the concept approval, and the Stage 1 approval. While both condition sets are intrinsically related, an overview of the key changes relating to each condition set is provided below.

## Concept Approval

Changes proposed include:

- Development controls, including:
  - Increase in the maximum height of a portion of Building 1A from 13.7m to 36m (top of ridge line), and 39m (top of plant) to provide a 'high bay' to facilitate internal operations.
  - Amendments to the estate layout, specifically removing Estate Road 2 and addition of a new car park access driveway (left in left out) located off the Western North South Link Road.
  - Amendments to the building configuration of Precinct 1.
- Acoustic controls
  - Update the  $L_{A1(1 \text{ minute})}$  dBA limits at nearby sensitive receivers to reflect current industry standards.
  - Approve an extension to the existing approved noise wall, which involves the following:
    - There is no change to the approved sections of 5 m high barrier.
    - At the northern end of the approved barrier, there is a section around 60 m in length which had a height of 2 m.
    - This 2 m high section has been extended to a height of 5 m for MOD 2.
    - An additional section of barrier to the north of this (around 30 m in length) has been added for MOD 2 with a height of 5m
- Approved Plans, including:
  - Update Architectural Masterplan drawing set in Appendix 1 to reflect the changed Precinct 1 configuration and building locations.
  - Update Civils Masterplan drawing set in Appendix 1 detailing changes in pad levels and Precinct 1 configuration.
  - Update Landscape Masterplan drawing set in Appendix 1 detailing changes resulting from the Precinct 1 configuration.
  - Remove reference to Appendix 2 (which contains Stage 1 Plans only).

## Stage 1 Approval

A specific breakdown of the proposed amendments relating to Stage 1 are provided below:

- Updated architectural plans to detail:

- Construction of three warehouse buildings (Building 1A, 1B and 1C) containing four tenancies.
- An area of future warehouse expansion for Building 1A only.
- Reduction in combined GLA from 116,359 sqm to 89,680 sqm for Precinct 1 only.
- Commensurate decrease in total GLA across the Estate from 476,000 sqm to 448,590 sqm (1.06% decrease).
- Increase in the GFA from 116,359 sqm to 122,082 sqm within Precinct 1 only, resulting from additional mezzanines in Building 1A.
- Commensurate increase in total GFA across the Estate from 476,000 sqm to 480,992 sqm (0.9% increase).
- Increase in the maximum height of a portion of Building 1A from 13.7m to 36m (top of ridge line), and 39m (top of plant) to provide a 'high bay' to facilitate internal operations.
- Fit out of all three buildings (four tenancies) including racking and mezzanine, automation equipment in Building 1A, and ancillary office space.
- Removal of internal Estate Road 2 and addition of a new car park access driveway (left in left out) located on the Western North South Link Road.
- Reduction in parking numbers.
- Updated Signage within Precinct 1 only, including:
  - Goodman Light Box (Type 1 and Type 2)
  - New customer Signage (Type 3)
  - Inclusion of Sculpture Artwork
  - Inclusion of signage zones for future building name signage on building elevations
- Construction of an additional portion of noise wall at the western side of Precinct 2.
- Updated Civil Plans detailing
  - Changes in earth works design levels for part of Precinct 1, specifically for Lot 1B. Pad levels increase from a height of 70m (+/- 1m tolerance), to 74.8m (+/- 1m tolerance). Additional retaining walls to reflect the change in pad height.
  - Change in Estate road design.
  - Change in stormwater management details.
- Updated landscape plans to reflect the changed Precinct design and building locations.

A detailed assessment of the proposed changes has been included within this report. An assessment of the proposal against the requirements of section 4.55(2) of the EP&A Act has been undertaken, which is supported by various technical studies annexed to this report. This assessment has concluded that on balance, and in the context of the entire estate, the changes proposed remain consistent in nature and impact with the development originally approved by SSD 7348.

Further, an assessment against the requirements of section 4.15 of the EP&A Act has been undertaken to address the impacts resulting from the proposed changes. This assessment concludes that the proposed changes do not result in an unreasonable increase to known impacts, nor result in additional impacts.

Consideration of the proposal against Section 4.15 and Section 4.55(2) of the EP&A Act has concluded that the proposed modifications are acceptable for the following reasons.

- The approved use, being for the purpose of warehouse and distribution, remains unchanged. The proposed changes do not alter the anticipated intensity of the use at the site.

- The quantitative elements of the approval, including gross floor area, setbacks, spatial arrangement, quantum of car and bicycle parking, pedestrian and vehicle access will not be substantially altered by the proposed modifications.
- The environmental impacts associated with the proposed modifications are comparable to those associated with the approved development, as discussed at Section 7.7 of this report. Impacts have been considered and addressed including building form, traffic and car parking, air quality, acoustic, visual, landscape and the potential for storage of dangerous items on site.
- The proposal as modified will continue to align with aims and objectives of relevant State and local planning instruments, and planning guidelines, as discussed within this report.
- Mitigation measures recommended by specialist consultants in their impact assessment are incorporated into the proposal or are recommended as additional conditions of consent, as noted in Section 5 of this report.

When the built form changes and the impacts associated with the operation of Precinct 1 are collated and analysed in the context of the original development consent, they are considered to remain substantially the same as that assessed and approved by way of SSD 7348. For these reasons, it is considered that the modifications can be supported by the DPIE and Minister for Planning, as consent authority.



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# APPENDIX A      ARCHITECTUAL PLANS

# **APPENDIX B      LANDSCAPE PLANS**

# APPENDIX C      CIVIL DESIGNS

# **APPENDIX D      NOISE IMPACT ASSESSMENT**

# **APPENDIX E      TRAFFIC IMPACT ASSESSMENT**

# **APPENDIX F      FIRE SAFTEY STRATEGY**

# **APPENDIX G      WASTE MANAGEMENT PLAN**

# **APPENDIX H      VISUAL IMPACT ASSESSMENT**

# **APPENDIX I      PRELIMINARY HAZARD ANALYSIS**

# **APPENDIX J      OPERATIONAL NOISE ASSESSMENT – INDEPENDENT ADEQUACY REVIEW**

## **APPENDIX K**

# **LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT – INDEPENDENT ADEQUACY REVIEW**

## **APPENDIX L      AIR QUALITY ASSESSMENT**

**APPENDIX M      BIODIVERSITY ASSESSMENT**

**APPENDIX N      SUSTAINABILITY MANAGEMENT PLAN**



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