# ENVIRONMENTAL IMPACT STATEMENT

## OAKDALE EAST ESTATE

FINAL
MARCH 2019
PREPARED FOR GOODMAN

URBIS

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

| | |
|---|---|
| Director | Jacqueline Parker |
| Associate Director | Samantha Wilson |
| Consultant | Dayle Bennett |
| Project Code | P985 |
| Report Number | FINAL |

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# STATEMENT OF VALIDITY

This Environmental Impact Statement (EIS) has been prepared in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulations 2000.*

| **Environmental Impact Statement Prepared by:** | |
|---|---|
| Names: | Jacqueline Parker (Director)<br>Samantha Wilson (Associate Director)<br>Dayle Bennett (Consultant) |
| Address: | Urbis Pty Ltd<br>Level 23, Tower 2, 201 Sussex Street<br>Sydney NSW 2000 |
| In respect of: | Oakdale East Estate |

| **Applicant and Land Details** | |
|---|---|
| Applicant: | Goodman Property Services (Aust) Pty Ltd) |
| Applicant Address: | Level 17, 60 Castlereagh Street<br>Sydney NSW 2000 |
| Land to be Redeveloped: | 224 – 398 Burley Road, Horsley Park<br>Oakdale East Estate |
| Lot and DP: | Lot 20 DP 1246626 |
| Project Name: | Oakdale East Industrial Estate |
| Project Description: | Designated and integrated development for the construction and operation of a masonry plant with a production capacity of 220,000 tonnes per annum and four (4) warehouses for generic warehouse and distribution uses. |

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

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

| Name | Jacqueline Parker (Director) | Samantha Wilson, (Associate Director) | Dayle Bennett (Consultant) |
|---|---|---|---|
| **Qualification** | M/ Urban Development and Design, University of New South Wales<br><br>B/Planning (Hons 1) University of New South Wales | Grad.Dip/Urban Planning and Environment, Royal Melbourne Institute of Technology<br><br>B/Landscape Architecture, University of Canberra | M/Urban and Regional Planning, University of Sydney<br><br>B/Design Studies (Architecture), University of Adelaide |
| **Signature** |  |  |  |
| Date | 11 March 2019 | 11 March 2019 | 11 March 2019 |

# GLOSSARY OF TERMS

| Term | Description | Abbreviation |
|---|---|---|
| Construction Stage | The indicative sequence of implementation of the works defined under the development proposal. | Not applicable |
| Development Application | A formal request for consent to carry out the proposed development as defined by the *Environmental Planning and Assessment Act 1979.* | DA |
| Designated Development | The proposed development includes the construction of a masonry plant. Due to its production capacity of 220,000 tonnes per annum it triggers the designated development pathway under Schedule 3 of the *Environmental Planning and Assessment Regulation 2000*. | DD |
| Development Control Plan | A development assessment document defined and prepared in accordance with Division 3.6 of the *Environmental Planning and Assessment Act 1979.* | DCP |
| Environmental Impact Statement | A development assessment document defined and prepared in accordance with Division 5.1 of the *NSW Environmental Planning and Assessment Act 1979.* | EIS |
| Environmental Planning Instrument | A State Environmental Planning Policy or Local Environmental Plan made under Division 3.2 of the *Environmental Planning and Assessment Act 1979*, including 'deemed' environmental planning instruments, but not including Development Control Plans. | EPI |
| *Environmental Protection and Biodiversity Act 1999* | Commonwealth assessment framework in relation to Matters of National Environmental Significance (MNES) | EPBC Act |
| Estate Roads | The internal estate road network for the OEE, designed to 'Local Road' specifications. | Not applicable |
| *Environmental Planning and Assessment Act 1979* | Overarching legislative framework establishing the need for assessment and consent in respect of certain types of development.<br>Establishes the provisions for the identification, assessment and determination of the development and the need for an Environmental Impact Statement in respect of Designated Development. | EP&A Act/the Act |
| *Environmental Planning and* | The regulations, rules, by-laws and proclamations adopted for the purposes of the implementation of | EP&A Reg |

| Term | Description | Abbreviation |
|---|---|---|
| *Assessment Regulation 2000* | the *Environmental Planning and Assessment Act 1979.* | |
| Oakdale East Estate (also referred to as 'the Site'). | The area of land incorporating Lot 20 DP 1246626, and forming the subject of the proposed development under this Development Application. | OEE |
| Southern Link Road | A regional road forming part of the WSEA road network, that runs along the southern boundary of the site providing an east west connection to the Oakdale Estates and the M7 Motorway. | SLR |
| *State Environmental Planning Policy (Western Sydney Employment Area) 2009.* | Statutory framework for the definition of the WSEA, its zoning and certain provisions with respect to the development of land in the WSEA. | WSEA SEPP |
| State Significant Development | Development declared to be *'State Significant Development'* pursuant Division 4.7 of the *NSW Environmental Planning and Assessment Act 1979,* including development so declared under a State Environmental Planning Policy. | SSD |
| State Significant Development Application | An application for development consent made in respect of State Significant Development, pursuant to Division 4.7 of the *Environmental Planning and Assessment Act 1979.* | SSDA |
| Western North South Link Road | A regional road forming part of the WSEA road network, providing a north-south connection between the Southern Link Road and Old Wallgrove Road. | WNSLR |

# EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared by Urbis on behalf of the Proponent, *Goodman Property Services (Australia)* (Goodman), and is submitted to Fairfield City Council (Council) in support of a designated development application for the development of a masonry plant and four (4) industrial warehouses at the Oakdale East Estate (OEE).

The application seeks approval for the development of the Oakdale East Estate for a warehousing and distribution hub located at 224-9398 Burley Road, Horsley Park, legally described as Lot 20 DP 1246626. The proposal is comprised of estate-wide earthworks, infrastructure and services, construction and use of a masonry plant with a production capacity of 220,000 tonnes per annum and warehouses for generic warehouse and distribution uses.

The proposed masonry plant triggers a Designated Development pathway in accordance with Part 1, Schedule 3 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation 2000) as the development involves concrete works that produce pre-mixed concrete or concrete product.

Accordingly, a request for Secretary's Environmental Assessment Requirements (SEARs) was submitted to the DP&E on the 16 August 2018. SEARs (1255) for the development were subsequently provided by the DP&E to Goodman on the 19 September 2018.

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

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

## Project Overview

The proposal comprises of the following aspects:

- A proposal for the OEE establishing primary site access, road layout (including internal road and connections to the external road network), developable and non-developable lands and biodiversity offsets for the future development of the site.
- Estate Works, including subdivision, site preparation, bulk earthworks and retaining walls, catchment level stormwater infrastructure, trunk services connections and utility infrastructure and roads and access infrastructure.
- Precinct development, including construction, fit out and use of a masonry plant, industrial/warehouse buildings, detailed earthworks, on lot stormwater and services and utility infrastructure.
- Associated landscaping works across the OEE.

## Assessment

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

The proposed development is classified as 'Designated Development' (SSD) pursuant to Schedule 3 of State *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation 2000).

The environmental site constraints and impact management have been addressed in **Section 7** of this EIS. These matters include:

- Air Quality.
- Noise and Vibration.
- Soil and Water.
- Biodiversity.
- Waste Management.

- Hazards and Risk.
- Traffic and Transport.
- Urban Design and Visual Impact.
- Visual Impacts.
- Heritage (Aboriginal and non-Aboriginal).

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

## Consultation

Consultation was undertaken with a range of State authorities, service providers and members of the community during the preparation of the EIS. The following agencies have also been consulted in the preparation of this development application as required by the SEARs.

- Environment Protection Authority (EPA);
- Office of Environment and Heritage (OEH);
- Department of Primary Industries – Water;
- Roads and Maritime Services;
- Sydney Water;
- Rural Fire Services
- Fairfield Council; and
- Surrounding local residential and stakeholders.

All matters were considered to have been adequately addressed within the EIS or in the accompanying consultant reports and plans within the Appendices.

## Conclusion

The finding of this EIS and the appended technical reports has concluded the proposal can be accommodated without generating impacts over and above that considered appropriate by the relevant legislation or environmental capacity.

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

- The proposed development will result in a land use that is consistent with the zoning of the land and contribute an employment generating use in line with strategic goals for the Western Sydney Employment Area.
- The proposed development will not hinder the ongoing operations of the adjoining Austral extraction site and Plant to the north.
- The relationship between the development site and surrounding residential sites to the south will be protected with appropriate setbacks and landscaped buffers.
- The proposal demonstrates consistency with the relevant environmental planning instruments including strategic planning policy, and State and local planning legislation, regulation and policies.
- The proposal will generate 150 new construction jobs and 180 full time operational jobs. The proposal has a Capital Investment Value of $55,589,581 million.
- It has been demonstrated that the proposed works will result in minimal environmental impacts, all of which can be managed or mitigated through the recommendations outlined in **Section 7** of this report.

Given the merits of the proposal, it is requested that the Sydney Western City Planning Panel approve the proposal subject to the mitigation measures outlined in this report being appropriately implemented.

# 1. INTRODUCTION

This EIS has been prepared by Urbis on behalf of the applicant, *Goodman Property Services (Aust)* (Goodman), and is submitted to Fairfield City Council in support of a Designated Development Application (DA) for the development of a masonry plant and four (4) industrial warehouses at the Oakdale East Estate (OEE).

The OEE is a 12,822sqm site located within the Western Sydney Employment Area (WSEA) at 224-398 Burley Road, Horsley Park and is the final stage of the broader 'Oakdale Estate' under the Goodman and Brickworks joint venture.

The application seeks approval for:

- Estate Works across the development site including site preparation, bulk earthworks, stormwater management, construction of internal estate road, upgrades to access and services and utilities;
- Construction, fit out and operation of a 220,000 tonne per annum (tpa) masonry plant;
- Construction, fit out and use of 4 industrial warehouse buildings;
- Associated site landscaping and stormwater management works;
- Signage; and
- Subdivision of the estate.

The proposed masonry plant triggers a Designated Development pathway in accordance with Part 1, Schedule 3 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation 2000) as the development involves concrete works. Clause 14(1)(a) states:

> ***14 Concrete works***
>
> *(1) Concrete works that produce pre-mixed concrete or concrete products and:*
>
> *(a) that have an intended production capacity of more than 150 tonnes per day or 30,000 tonnes per year of concrete or concrete products,*

A request for Secretary's Environmental Assessment Requirements (SEARs) was submitted to the DP&E on the 18 October 2018. SEARs (1255) for the development were subsequently provided by the DP&E to Goodman on the 19 September 2018.

The proposed development will have a capital investment value of approximately $55,839,582 (refer to **Appendix B**). As such the DA will be submitted to Fairfield City Council (Council) and determined by the Sydney Western City Planning Panel.

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

## 1.1. BACKGROUND

### 1.1.1. The Oakdale Estate

The lands known as 'Oakdale' cover an area of some 421ha within the strategically significant WSEA (**Figure 1**). The WSEA has long been identified as the single largest greenfield industrial precinct to serve the growing demand for industrial lands in the Sydney Metropolitan Area for the next 20 to 30 years.

The *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (WSEA SEPP) establishes the WSEA and identifies eight precincts within its boundary, as shown in **Figure 2**. The Oakdale lands lie within *Precinct 8 – South of Sydney Catchment Authority Warragamba Pipeline* and are broken into four sub-precincts. The WSEA SEPP also identifies a strategic road network to service the WSEA. The planned Southern Link Road (SLR) and Western North South Link Road (WNSLR) are the key regional roads that service the OEE and broader Oakdale lands.

Development of the Oakdale lands commenced in 2009 with the Oakdale Central Estate Concept Approval (ref. MP08_0065) and Project Approval (ref. MP08_0066). To date, Goodman has invested some $140 million in its Oakdale Estate with a further $100 million of new development currently under construction. At full completion, the broader Oakdale Estate will have an end value of some $1.8 billion and will generate 5,000-7,000 new jobs for Western Sydney.

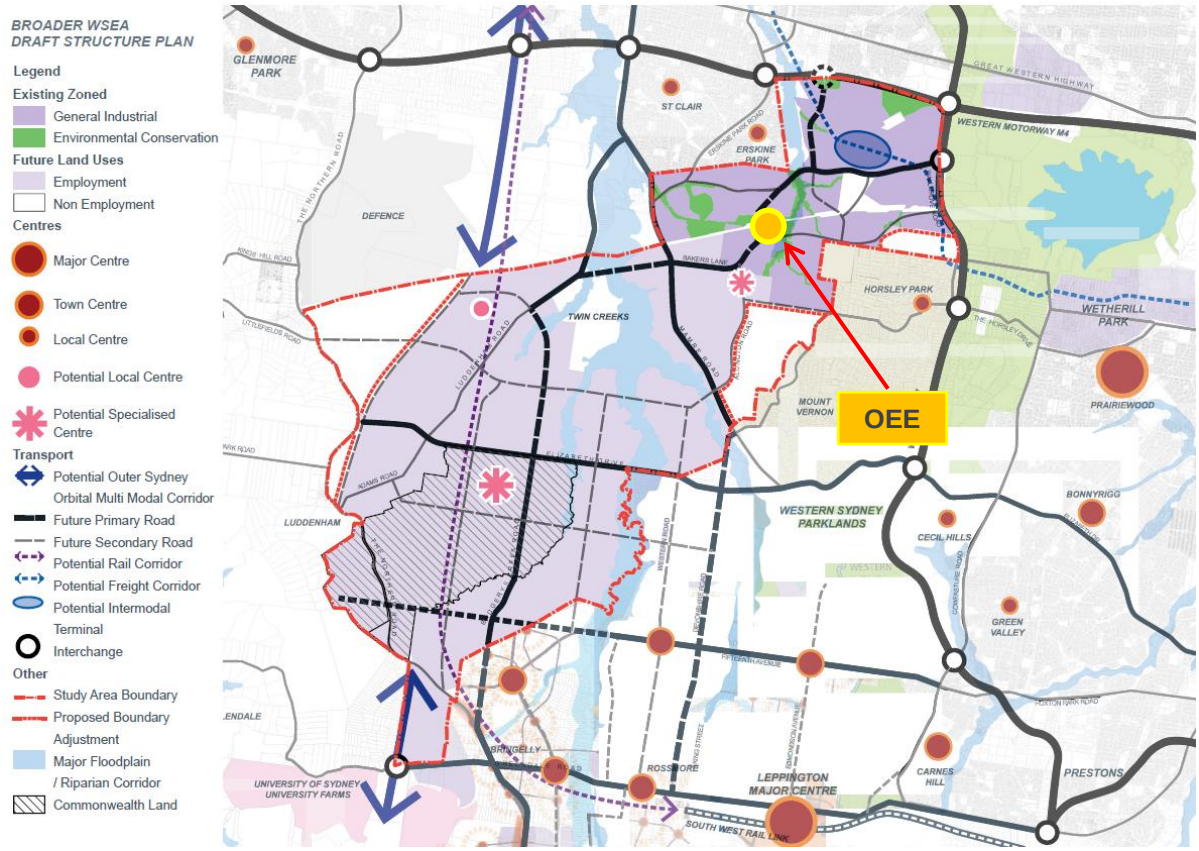
The Oakdale Central Estate is now nearing completion with 6 facilities completed and occupied by DHL and the remaining approximately 98,000sqm under construction for completion of Q2 2018. The Oakdale South Estate was approved in October 2016 (SSDA 6917) and infrastructure works are underway. Separate SSD's have been submitted for Toyota, Sigma and SEARs issued for Costco (refer **Table 1**).

Oakdale West and East (subject of the DA) remain undeveloped, providing future stock of some 242 ha of industrial land to supply the Sydney market.

Figure 1 – Oakdale Estate


*Source: SBA Architects*

Figure 2 – Western Sydney Employment Area Precincts




*Source: NSW DPE*

**Table 1** details the status of development within each of the four Oakdale Estates.

Table 1 – Oakdale Estate Lands

| Estate | Area | Planning Approvals | Stage of Development |
|---|---|---|---|
| Oakdale Central | 61 ha | • Concept Plan Approval 08_0065 (as modified) for employment park for warehousing, distribution and light industrial uses.<br>• Project Approval MP08_0066 (as modified) for DHL Logistics Hub consisting of 2 warehousing and distribution buildings.<br>• Project Approval SSD 6078 for development of remainder of the Oakdale Central Estate. | • Entire Oakdale Central Estate construction is completed. |
| Oakdale South | 117 ha | • SSDA ref. 6917 approved for Concept Proposal and Stage 1 development.<br>• SSDA ref. 16_7663 under assessment for Toyota Spares | • Infrastructure works completed.<br>• Separate Modification to ref. 6917 completed.<br>• Building works progressing, tenants |

| Estate | Area | Planning Approvals | Stage of Development |
|---|---|---|---|
| | | Parts Warehouse and Distribution Centre.<br>• SSDA ref. 16_7719 under assessment for Sigma Pharmaceutical Warehouse and Distribution Facilities.<br>• SSDA ref. 17_8209 SEARs issued for Costco. | include Toyota, Sigma, Costco, Direct Freight, Briggs & Stratton, etc. |
| Oakdale West | 154 ha | • SSDA to lodged and currently under assessment. | • Undeveloped.<br>• Development to commence once approved. |
| Oakdale East | 88 ha | • DA to be lodged for development as described in this report. | • Still being used for quarrying activities.<br>• Redevelopment of Oakdale East will commence following the approval of the DA> Redevelopment of the remainder of Plant 3 will commence within 10-20 years once quarrying activities are depleted. |

The subject DA relates only to the OEE. Planning and development of remaining lands within the broader Oakdale Estate are subject to separate assessment and approval.

### 1.1.2. Operational Planning of the Site

The OEE is currently owned by The Austral Brick Company Pty Ltd who refer to the site as “Plant #3”. Since the 1970’s the site has been used for brickmaking and quarrying. The following approvals control the activities on the site:

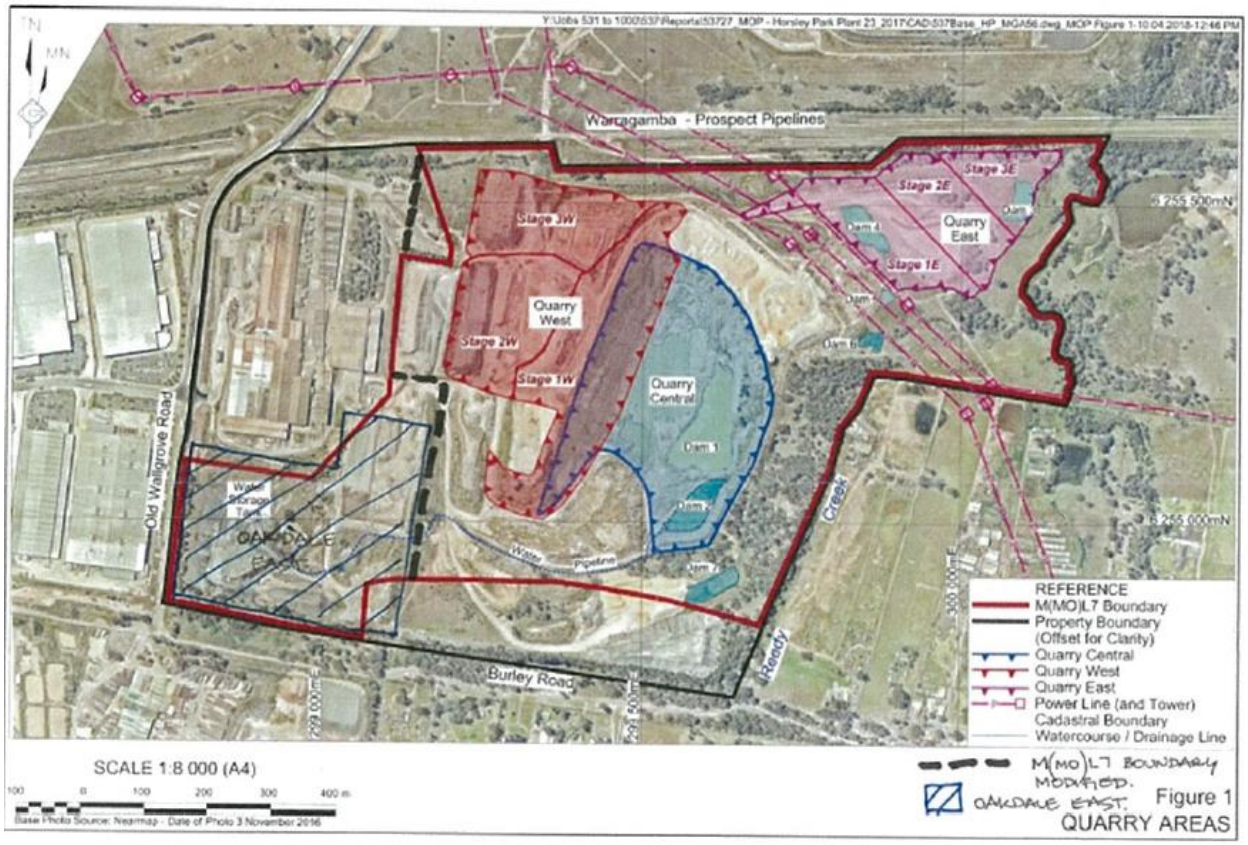
- Development Consent Permit No. 1340 – Blacktown City Council (12 July 1971);
- DA129/92 to extend clay shale pit and alter extraction strategy to permit 1 large pit– Fairfield City Council (18 June 1993);
- Mining Operations Plan (MOP) (August 2018) – controls the quarrying activities; and
- EPA Licence.

In August 2018, the MOP was updated due to a recent change in mining regulations, this led to an amendment to the MOP boundary excluding land along the southern boundary. This land had previously been used for stockpiling of material due to the well bunded southern boundary that buffered the factory from the neighbours along Burley Road. Due to the update to the MOP no mining or stockpiling is permitted in the southern area. Since this specific area could no longer be used for operational purposes, a review was undertaken of the highest and best use of the site. The result of the review identified large portions of land as surplus and available for alternate development. As the land was available and the Brickworks Building Products Group were seeking a site for their new masonry factory the area was selected for the OEE development.

Once the OEE was identified as surplus land available for alternate development a plan was development to vacant and redevelop the area, as follows:

- Relocate the existing stockpiles to Quarry Central as part of the current MOP for the site.
  - In December 2018, the relocation of stockpiles commenced, and the haul road was upgraded to enable material to be delivered directly into Quarry Central. It is anticipated the relocation of stockpiles will be completed by August 2019.
- Lodge a DA for new crusher, demolition of the existing crusher and creation of a new truck parking area. The DA will also include an updated quarry plan, which will show the new quarry entrance road and stockpile area.
  - On 6 March 2019, the crusher DA was lodged to Fairfield Council. The DA was for a new crusher (in fully enclosed building) to replace existing, demolition of existing crusher and creation of a new truck parking area, seal and install stormwater to the existing access road and a new Quarry Plan for the site to depict the relation of stockpiles and creation of a new quarry access road.
- Lodge a DA for the new masonry plant and four warehouses at OEE.
  - This EIS is for the preparation of the abovementioned DA.
- Modification of the existing MOP to remove OEE to enable development to occur.
  - Once the stockpiles have been relocated from the OEE site, the MOP boundary will be modified as shows in **Figure 3**.

Figure 3 – Future MOP Boundary




*Source: Austral Bricks*

As discussed, the land identified as the OEE development site, is surplus to Austral Brick's operational requirements and will not impact the existing brickmaking and quarrying activities of Plant #3. A plan outlining measures to facilitate the proposed development have commenced and seek to improve the interface between Plant #3 and the OEE. These include the relocation of the existing stockpiles, sealing roads and the replacement and relocation of the crusher. It is anticipated that these actions will improve the

operation of Plant #3 and its relationship to the OEE and surrounding neighbours. For further details about the operational details of Plant #3 and its relationship to the OEE refer to **Appendix X**.

## 1.2. APPLICANT AND LAND OWNERSHIP

The subject site is owned by The Austral Brick Co Pty Ltd. However, it is the intention of Goodman to enter into a JV (BGMG 11 Pty Ltd) with Brickworks to develop the broader Oakdale Estate into a regional warehousing and distribution hub. Goodman is the Applicant for the purposes of this DA.

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

Within the WSEA itself, Goodman owns a number of industrial estates including the M7 Hub Estate, the Interchange Park Estate, Bungaribee Industrial Estate, Interlink Industrial Est6 Mate and Westpark Industrial Estate along with the broader Oakdale Estate lands as shown in **Figure 1**. The majority of this land is now developed, largely for warehousing and distribution uses with key tenants in the WSEA including TOLL, DHL, Coca Cola, Bunnings, Coles and Woolworths.

## 1.3. CONSULTANT TEAM

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

Table 2 – Consultant Team

| Consultant | Input | Reference |
|---|---|---|
| | SEARs | **Appendix A** |
| RLB | QS Report | **Appendix B** |
| SBA Architects | Architectural Drawings | **Appendix C** |
| Site Image | Landscape Architectural Drawings | **Appendix D** |
| AT & L | Civil Design Drawings | **Appendix E** |
| AT & L | Civil and Stormwater Management Report | **Appendix F** |
| BMT Eastern Australia | Flood Impact Assessment | **Appendix G** |
| LTS Lockley Surveying | Survey / Subdivision Plans | **Appendix H** |
| Ecologique | Biobanking Development Assessment Report | **Appendix I** |
| Australian Bushfire Protection Planners Pty Limited | Bushfire Protection Assessment | **Appendix J** |
| Core Engineering | Fire Safety Strategy | **Appendix K** |
| Ason | Transport Assessment Report | **Appendix L** |
| Douglas Partners | Detailed Site Investigation (Contamination) | **Appendix M** |
| Douglas Partners | Geotechnical Investigation Report | **Appendix N** |
| Artefact | Heritage Impact Statement | **Appendix O** |
| Artefact | Archaeological Survey Report | **Appendix P** |

| Consultant | Input | Reference |
|---|---|---|
| Benbow Environmental | Noise Impact Assessment | **Appendix Q** |
| AirLabs | Air Quality Assessment | **Appendix R** |
| Blackett Maguire Goldsmith | Building Code of Australia (BCA) Assessment | **Appendix S** |
| SLR | Sustainability Management Plan | **Appendix T** |
| RiskCon | SEPP 33 Report | **Appendix U** |
| Land & Groundwater Consulting | Waste Management Plan | **Appendix V** |
| Clouston Associates | Landscape Character and Visual Impact Assessment | **Appendix W** |
| Austral Bricks | Operational Statement | **Appendix X** |
| Urbis | Consultation Outcomes | **Appendix Y** |

## 1.4. OVERVIEW OF THE PROPOSED DEVELOPMENT

The proposal seeks approval for the development of the OEE facilitated via a designated DA process. The DA seeks consent for:

- Bulk and detail earthworks and support structures (batters and retaining walls);
- Estate stormwater management including construction of detention basin;
- Construction of site access, estate road and utility infrastructure and connection of services;
- Landscaping and public domain works to estate road, estate entrance and key nodes;
- Land stabilisation and rehabilitation;
- Southern boundary landscaping;
- Environmental protection and management measures;
- Subdivision of the estate;
- Construction, fit out and operation of a masonry plant with a production capacity of 220,000 tonnes per annum;
- Construction, fit out (office fit-out and racking in warehouse) and use of 4 industrial warehouse buildings for generic ‘warehousing and distribution’ with 24 hours/day, seven days/week operation;
- Construction of hardstand, loading and car parking; and
- Associated landscaping and site signage.

Figure 4 – OEE Masterplan


*Source: SBA Architects*

# 1.5. PLANNING FRAMEWORK

## 1.5.1. Approvals Process

The proposed masonry plant triggers a Designated Development pathway in accordance with Part 1, Schedule 3 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation 2000) as the development involves concrete works in excess of the threshold of more than 30,000 tonnes per year (tpa).

The proposed development of the OEE is not considered State Significant Development (SSD). This is because despite the cumulative CIV of the entire OEE being over $55 million, each proposed warehouse individually, has a CIV of less than $10million. Therefore, not triggering Schedule 1, Group 12 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). The project will be assessed by Fairfield Council and determined by the Sydney Western City Planning Panel.

## 1.5.2. Planning Controls

The principal environmental planning instrument applying to the OEE is the WSEA SEPP under which the site is zoned a combination of IN1 – General Industrial and E2 – Environmental Protection. Within the IN1 zone, 'warehouse and distribution centres' are permissible with consent. Within the E2 zone, only limited development is permitted. The OEE proposal responds to the zone boundaries on the site and is entirely permissible with consent.

The site is also subject to the provisions of a site specific OEE Development Control Plan 2018 (DCP 2018). In accordance with Clause 18 of the WSEA SEPP, the proponent prepared and submitted the Development Control Plan (DCP) to the DPE. The DCP was on public exhibition from 25 January 2019 to 28 February 2019.

# 1.6. STRUCTURE OF EIS

This report has been set out in the following structure:

- Secretary's Environmental Assessment Requirements (SEARs);
- The Site and Surrounds;
- Description of the Proposal;

- Strategic and Statutory Context;
- Consultation;
- Environmental Impact Assessment;
- Mitigation Measures; and
- Conclusion.

This EIS has also been informed by a range of environmental studies that were undertaken to identify inherent site constraints, opportunities and impacts. Refer to **Table 2** for the list of consultants and supporting documentation.

# 2. SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

A request was made to the DPE pursuant to Clause 3, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* for the Secretary's Environmental Assessment Requirements (SEARs) in relation to the proposed development of Oakdale East Industrial Estate. The request for SEARs was made on 18 October 2018. SEARs (1255) were issued on 19 September 2018.

The SEARs informed the relevant matters to be addressed within this EIS. A complete copy of the SEARs has been included at **Appendix A.**

Table **3** provides a summary of the SEARs along with the section of the report where the relevant matter is addressed in the EIS and accompanying specialist consultant reports within the Appendices.

Table 3 – SEARs Requirements

| Item/Description | Document Reference |
|---|---|
| The EIS must include an assessment of all potential impacts of the proposed development on the existing environment (including cumulative impacts if necessary) and develop appropriate measures to avoid, minimise, mitigate and/or manage these potential impacts.<br>As part of the EIS assessment, the following matters must also be addressed: | |
| **Strategic context** - including:<br>• a detailed justification for the proposal and suitability of the site for the development;<br>• a demonstration that the proposal is consistent with all relevant planning strategies, environmental planning instruments, development control plans (DCPs), or justification for any inconsistencies; and<br>• a list of any approvals that must be obtained under any other Act or law before the development may lawfully be carried out. | **Section 5.3** and **Section 7.2** |
| **Air quality** - including:<br>• a description of all potential sources of air and odour emissions;<br>• an air quality impact assessment in accordance with relevant Environment Protection Authority guidelines; and<br>• a description and appraisal of air quality impact mitigation, management and monitoring measures. | **Section 7.3** |
| **Noise and vibration** - including:<br>• a description of all potential noise and vibration sources during construction and operation, including road traffic noise;<br>• a noise and vibration assessment in accordance with the relevant Environment Protection Authority guidelines; and<br>• a description and appraisal of noise and vibration mitigation, management and monitoring measures. | **Section 7.4** |

| Item/Description | Document Reference |
|---|---|
| **Soil and water** - including:<br>• a description of local soils, topography, drainage and landscapes;<br>• details of water usage for the proposal including existing and proposed water licencing requirements in accordance with the Water Act 1912 and/or the Water Management Act 2000;<br>• an assessment of potential impacts on floodplain and stormwater management and any impact to flooding in the catchment;<br>• details of sediment and erosion controls;<br>• a detailed site water balance;<br>• an assessment of potential impacts on the quality and quantity of surface and groundwater resources;<br>• details of the proposed stormwater and wastewater management systems (including sewage), water monitoring program and other measures to mitigate surface and groundwater impacts; and<br>• a description and appraisal of impact mitigation, management and monitoring measures | **Section 7.5** |
| **Biodiversity -** including:<br>• accurate predictions of any vegetation clearing on site or for any road upgrades;<br>• details of weed management during construction and operation in accordance with existing State, regional or local weed management plans or strategies; and<br>• a detailed description of the measures to avoid, minimise, mitigate and offset biodiversity impacts. | **Section 7.6** |
| **Waste management** - including:<br>• details of the type, quantity and classification of waste to be received at the site;<br>• details of the resource outputs and any additional processes for residual waste;<br>• details of waste handling including, transport, identification, receipt, stockpiling and quality control; and<br>• the measures that would be implemented to ensure that the proposed development is consistent with the aims, objectives and guidelines in the *NSW Waste Avoidance and Resource Recovery Strategy 2014-21.* | **Section 7.8** |
| **Hazards and risk** - including:<br>• a preliminary risk screening completed in accordance with *State Environmental Planning Policy No. 33 - Hazardous and Offensive* | **Section 5.4.7** and **Section 7.9** |

| Item/Description | Document Reference |
|---|---|
| *Development and Applying SEPP 33* (DoP, 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the development. 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);<br>• an assessment of the risk of bushfire, including addressing the requirements of *Planning for Bush Fire Protection 2006* (RFS). Any proposed Asset Protection Zones must not adversely affect environmental objectives (e.g. buffers). Provision is to be made for their appropriate management into the future; and<br>• any geotechnical limitations that may occur on the site and if necessary, appropriate design considerations to address this. | |
| **Traffic and transport** - including:<br>• A transport and traffic impact assessment to be complete with the relevant Roads and Maritime Services guidelines;<br>• details of road transport routes and access to the site;<br>• road traffic predictions for the development during construction and operation; and<br>• an assessment of impacts to the safety and function of the road network and the details of any road upgrades required for the development. | **Section 7.13** |
| **Visual** - including an impact assessment at private receptors and public vantage points. | **Section 7.14** |
| **Heritage** - including Aboriginal and non-Aboriginal cultural heritage. | **Section 7.16** |
| The EIS must assess the proposal against the relevant environmental planning instruments, including but not limited to:<br>• *State Environmental Planning Policy (Infrastructure) 2007;*<br>• *State Environmental Planning Policy (Western Sydney Employment Area) 2009;*<br>• *State Environmental Planning Policy No 33-Hazardous and Offensive Development;*<br>• *State Environmental Planning Policy No 55-Remediation of Land;*<br>• *Fairfield Local Environmental Plan 2013*; and<br>• relevant development control plans and section 94 plans. | **Section 5.4** |
| During the preparation of the EIS you should consult the Department's Register of Development Assessment Guidelines which is available on the | Noted. |

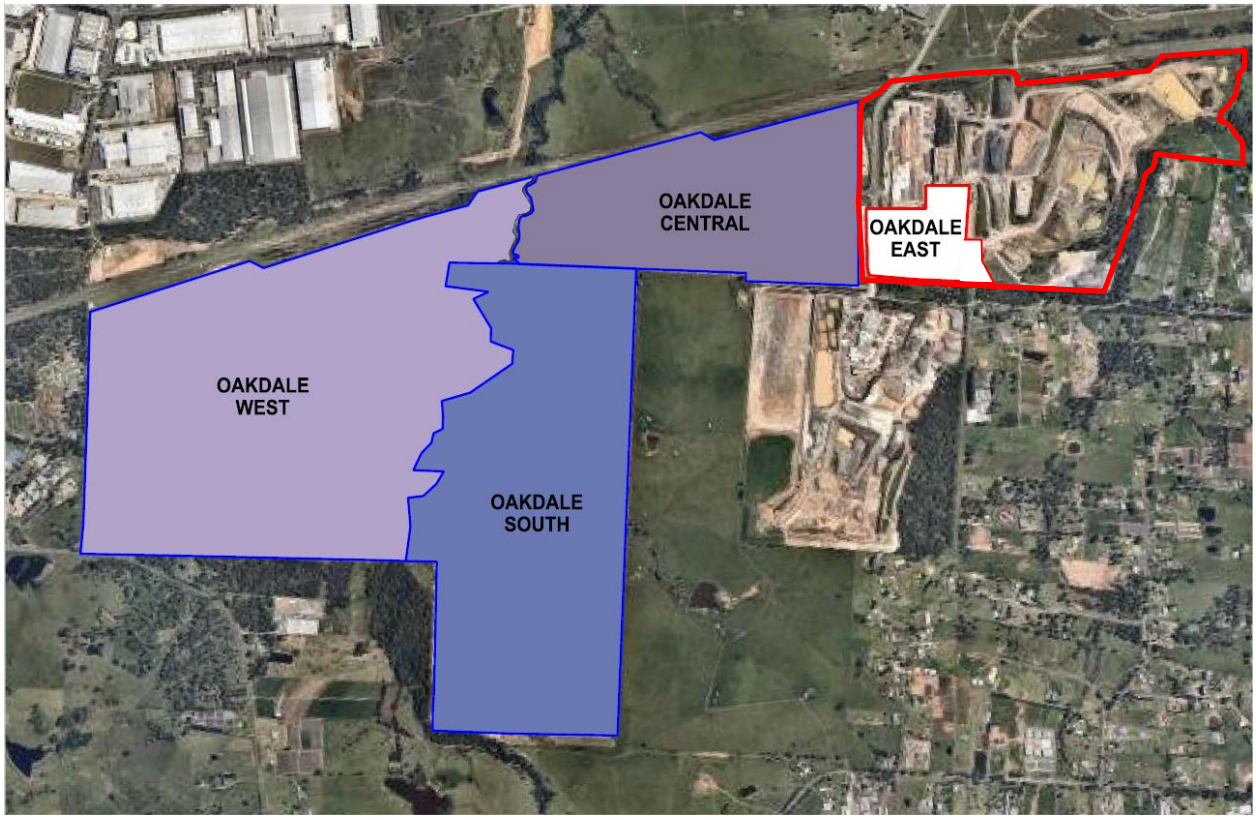
| Item/Description | Document Reference |
|---|---|
| Department's website at planning.nsw.gov.au under Development Proposals/Register of Development Assessment Guidelines. Whilst not exhaustive, this Register contains some of the guidelines, policies, and plans that must be taken into account in the environmental assessment of the proposed development. | |
| During the preparation of the EIS, you must consult the relevant local, State and Commonwealth government authorities, service providers and community groups, and address any issues they may raise in the EIS. In particular, you should consult with the:<br>• Environment Protection Authority;<br>• Office of Environment and Heritage;<br>• Department of Primary Industries - Water:<br>• Roads and Maritime Services;<br>• Sydney Water;<br>• Rural Fire Service;<br>• Fairfield Council; and<br>• the surrounding landowners and occupiers that are likely to be impacted by the proposal.<br>Details of the consultation carried out and issues raised must be included in the EIS. | **Section 6.2** |
| If you do not lodge an application under Section 4.12(8) of the Environmental Planning and Assessment Act 1979 within 2 years of the issue date of these SEARs, you must consult with the Secretary in relation to any further requirements for lodgement. | Noted. |

# 3. THE SITE AND SURROUNDS

## 3.1. OAKDALE EAST ESTATE

The site is located within the Oakdale Estate and is referred to as the Oakdale East Estate (OEE). The OEE comprises the final stage of development within the broader Oakdale Estate. In its entirety, the Oakdale Estate incorporates five separate allotments, described in **Table** 4. The extent of the Oakdale Estate is depicted in **Figure 5.**

Figure 5 – Oakdale Estate




*Source: SBA Architects*

Table 4 – Oakdale Estate Lands

| Lot | DP | Area | Oakdale Precinct |
|---|---|---|---|
| 1 | 1178389 | 154 hectares | Oakdale West |
| 2.1 | 1173181 | 62 hectares | Oakdale Central |
| 20 | 1246626 | 88 hectares | Oakdale East |
| 12 | 1178389 | 114 hectares | Oakdale South |
| 87 | 752041 | 3 hectares | Oakdale South |
| **TOTAL** | | **421 hectares** | |

The OEE is within the Fairfield Local Government Area (LGA), on the eastern side of Old Wallgrove Road (OWR) at Horsley Park within the WSEA. The estate is located at 224-398 Burley Road, Horsley Park and is legally described as Lot 20 in DP 1246626. The entire estate is a large land parcel covering an area of 88 ha, and is comprised of the existing Austral Brickworks Building, quarry site and transmission easement.

The OEE is irregular in shape and is bound by the Water NSW Pipeline to the north, Reedy Creek to the east, Burley Road to the south and Old Wallgrove Road and Oakdale Central Estate to the west. Land further east is known as the Jacfin Estate (Jacfin) which is also zoned for industrial uses. Lands further south of the OEE are IN1 (Oakdale South) or rural in character currently zoned RU4 – Primary Production.

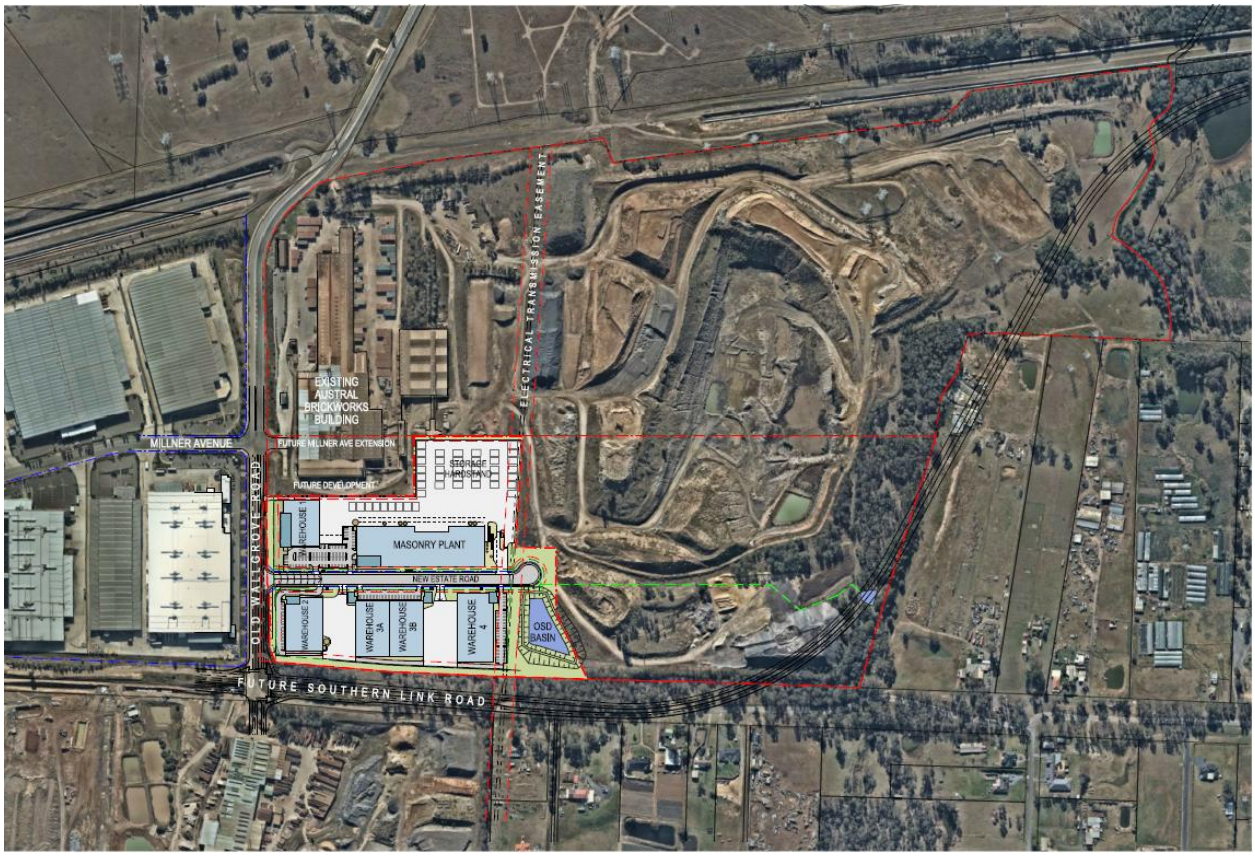
Notwithstanding the above it is noted that these lands are included within the 'Western Sydney Priority Growth Area'. It is anticipated that when the Western Sydney Airport opens in 2026 that this may lead to significant changes to the land use character in the area.

## 3.2. THE SUBJECT SITE

The subject site is in the south west corner of the OEE. It is located directly south of the existing Austral Brickworks building and is bound to the east by the existing electrical transmission easement, Burley Road to the south and Old Wallgrove Road to the west. The existing quarry site is located further to the east and north east beyond the easement.

The subject site has an area of 108,158sqm with vehicular access provided from Old Wallgrove Road and a new Estate Road (Refer to **Figure 6**).

Figure 6 – The Oakdale East Estate and Subject Site




*Source: SBA Architects*

## 3.3. SITE SUITABILITY

The site is currently zoned part IN1 – General Industrial and part E2 – Environmental Protection under the WSEA SEPP. The objectives for IN1 zones are as follows:

- *To facilitate a wide range of employment-generating development including industrial, manufacturing, warehousing, storage and research uses and ancillary office space.*
- *To encourage employment opportunities along motorway corridors, including the M7 and M4.*
- *To minimise any adverse effect of industry on other land uses.*
- *To facilitate road network links to the M7 and M4 Motorways.*

- *To encourage a high standard of development that does not prejudice the sustainability of other enterprises or the environment.*
- *To provide for small-scale local services such as commercial, retail and community facilities (including child care facilities) that service or support the needs of employment-generating uses in the zone.*

The WSEA SEPP identifies ***industries (other than offensive or hazardous industries)*** and ***warehouse and distribution centres*** as permissible within the IN1 zone.

The masonry plant and warehouse and distribution facilities fit within the land use definition of these permissible uses and are compatible with the established industrial context of the surrounding area.

The development of the OEE presents a significant opportunity to create long term employment opportunities through the development of the proposed masonry plant and distribution and warehouse facilities. The site is located in close proximity to connections to Old Wallgrove Road, the M4 and M7 which are key heavy transport routes. The location makes the site ideal for a large-scale industry, logistics and freight forwarding hub and as such will contribute positively to the future growth of the WSEA.

# 4. DESCRIPTION OF THE PROPOSAL

## 4.1. OVERVIEW

The proposal seeks approval for the development of the south-western portion of the OEE. The OEE is intended to become a significant warehousing and distribution complex, forming part of a larger, integrated network of facilities to be operated by Goodman.

The development of the subject site within the OEE comprises:

- Estate Works across the entire site including site preparation, bulk earthworks, stormwater management, roads and access and services and utilities;
- Construction, fit out and operation of the Austral Masonry Plant;
- Construction, fit out and use of 4 industrial warehouse buildings; and
- Subdivision of the estate;
- Landscaping works; and
- Estate signage.

Further detail on each of the elements of the development is provided in the following sections.

### 4.1.1. Development Objectives

The proposed development is consistent with the overarching aim for the broader Oakdale Estate to create a high quality warehouse and logistics estate, which maximises the employment generating potential of the land to create an efficient, attractive and high quality employment zone for Western Sydney. The proposal elicits a design response that delivers architectural diversity within a coordinated palette of materials and colours. This will unite the overall presentation of the estate as a high quality industrial precinct whilst enabling sufficient diversity to maintain interest and individual customer diversity and expression of corporate identity.

A fundamental consideration in the formulation of the proposal is to create large development lots which provide for the flexibility to suit the broad range of end user requirements as well as maximising the potential to accommodate larger footprint facilities in keeping with current best practice for efficiency of warehouse and distribution supply chain operations.

To this end, the core objectives of the OEE proposal are to:

- Secure developable areas and high level development controls to provide certainty and minimise risk in the future development of the site;
- Allow for the overall development of the site in line with infrastructure delivery and market demand;
- Make use of an underutilised industrially zoned site for suitable industrial purposes;
- Generate employment growth within the WSEA;
- Meet the objectives for the IN1 General Industrial zone under the WSEA SEPP;
- Facilitate earthworks and infrastructure/services development on the land;
- Secure approval for the development within the site to allow for a timely response to enquiry as infrastructure issues are resolved; and
- Respond to the site context and key interfaces with surrounding lands, including sensitive receivers to ensure an appropriate and sustainable development outcome.

The OEE has been designed as a continuation of the Oakdale Central and Oakdale South Estates, subject to separate approvals (ref. SSD 6078, MP08_0065, MP08_0066 and MP_6917) and integrates with these estates as shown in **Figure 5**. For consistency in branding, identity and management, planning for the OEE seeks to reflect the key development principles which apply under the Oakdale Central and Oakdale South

Concept Plans. This includes core development controls as well as design principles, landscaping, signage and public domain treatments.

### 4.1.2. Need for the Proposed Development

The proposal is required so that Austal Brickworks can continue to provide an efficient and first class service to its clients. It is intended that the new masonry plant will accommodate the relocation of the Austral Plant currently located at Prospect, on a site adjacent to its existing operations in order to generate efficiencies for production.

The proposal is considered essential to enable a change in the currently underutilised site, from a surplus stockpile area to a productive and employment generating industrial operation. This will in turn, support the future development of the WSEA by providing a local source of manufactured masonry.

### 4.1.3. Consideration of Alternatives

The objectives of the proposal to redevelop the south-western portion of the OEE for a masonry plant and warehouse and distribution facilities is justified on the basis that it would:

- Generate local jobs;
- Better utilise land used for stockpiling by Austral as part of its mining lease;
- Develop the site for a land use that is permissible under the IN1 zoning under the WSEA SEPP consistent with strategic objectives;
- Ensure that the site is compatible with its surrounding local context and character; and
- Have no adverse economic, environmental or social impacts.

The main alternatives to undertaking the development are considered to be:

#### a) Do Nothing

The ‘do nothing’ alternative would result in the site remaining undeveloped. The development is consistent with the wider use of the Oakdale Estate, which will provide over 400ha of land to support the Sydney industrial market over the short to medium term.

The ultimate vision for the Oakdale Estate is for its progressive development into a regional centre of warehouses, distribution centres and freight/logistics facilities.

The ‘do nothing’ alternative would be inconsistent with the strategic objectives, goals and directions of the Greater Sydney Region Plan (NSW DP&E) for the WSEA and Broader WSEA.

The ‘do nothing’ approach would result in the loss of significant private investment in the OEE and would also result in loss of direct employment both in the construction and through the operation of the centre. The ‘do nothing’ approach would not be an acceptable development outcome in the context of the broader development of the Oakdale Estate and WSEA and as such not a feasible alternative.

#### b) Development on an Alternative Site

An investigation into an alternative site was explored and not considered to be a feasible due to its regional location, which was disconnected from the metropolitan Sydney region.

The proposed site was chosen due to the suitable access arrangements which can be designed, connecting the OEE through Old Wallgrove Road to the west. This in turn will connect the OEE to regional highways like the M7 to the east and Western Highway to the north. It is also located adjacent to existing Brickworks assets which generate efficiencies in production and operation.

## 4.2. THE PROPOSED DEVELOPMENT

The proposal is for estate wide works including subdivision, site preparation, bulk earthworks, infrastructure and services, construction, fitout and use of four (4) industrial warehouses and a masonry plant with a 220,000 tpa capacity. The site is proposed to be subdivided into 2 lots that include:

- Masonry plant with storage hardstand and warehouse (owned and operated by Austral) and three (3) new warehouses with associated hardstand and carparking; and

- New Local Estate Road.

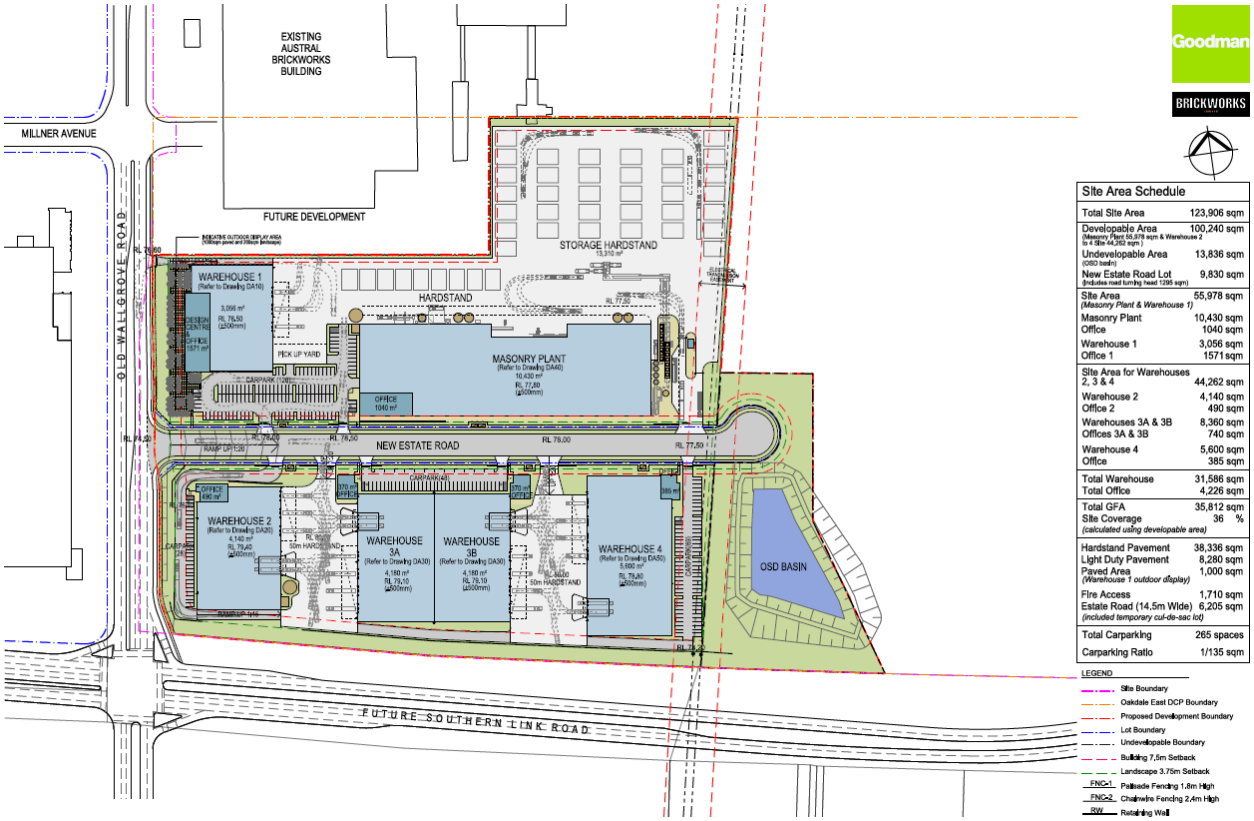
The northern portion of the site will be occupied by Austral for the manufacturing and exhibition of products that include grey block masonry, coloured block, retaining walls and pavers. The proposal includes the construction of a new Estate Road which will connect with the existing Old Wallgrove Road. The southern portion of the site will be comprised of three new warehouses, each with ancillary office spaces, car parks and hardstand areas to support the future warehousing and distribution facilities.

A summary of the proposed development is provided in **Table 5** and a master plan is provided at **Figure 7.**

Table 5 – Development Statistics

| **Oakdale East Estate – Project Snapshot** | |
|---|---|
| **SITE** | **AREA** |
| Site Area | 123,906 sqm |
| New Estate Road Lot | 9,830 sqm |
| Developable Area | 100,240 sqm |
| **Masonry Plant + Warehouse 1** | |
| Site Area | 55,978 sqm |
| Masonry Plant Area | 10,430 sqm |
| Warehouse 1 Area | 3,056 sqm |
| Total Office Area | 2,611 sqm |
| **Warehouses 2, 3 & 4** | |
| Site Area | 44,262 sqm |
| Warehouse 2 | 4,140 sqm |
| Office 2 | 490 sqm |
| Warehouse 3 | 8,360 sqm |
| Office 3 | 740 sqm |
| Warehouse 4 | 5,600 sqm |
| Office 4 | 385 sqm |
| **Totals** | |
| Total Warehouse | 31,586 sqm |
| Total Office | 4,266 sqm |
| Total GFA | 35,812 sqm (36% site coverage – based on developable area) |
| Total Carparking | 265 spaces |
| Estate Road (14.5m) | 6,205 sqm |

Figure 7 – OEE Masterplan




*Source: SBA Architects*

# 4.3. ESTATE WORKS

The extent of the proposed Estate Works is provided in the civil drawings included at Appendix E and Appendix F. A summary of the key elements of the proposed Estate Works is provided in **Table 6.**

Table 6 – Key Elements of the OEE Estate Works

| **Oakdale East Estate – Snapshot of Estate Works** | |
|---|---|
| Earthworks | The existing stockpiles on the site will be relocated for storage and use of on the Plant 3 site. Noting that this will be undertaken pursuant to the existing mining DA approval (permit No1340, dated 12 July 1970) and is not part of the proposed works for this DA. Pads of approximatelyRL70.0 will be handed over for commencement of this proposal.<br><br>Bulk earthworks across the site, including cut and fill, road grading, benching and stabilisation (batters and/or retaining walls).<br><br>Retaining walls will be constructed along all boundaries of the estate and range in height with a maximum height of 9m. |
| Road Infrastructure | Construction of new internal estate road and connection to OWR for primary site access. |
| Stormwater Infrastructure | Construction of stormwater infrastructure and bio-retention basin across the site. |
| Utilities and Services | Construction of lead in services, utility reticulation and other service infrastructure to provide water, sewer, gas, electricity and telecommunications services to the site. |

| Oakdale East Estate – Snapshot of Estate Works | |
|---|---|
| Environmental Protection and Management Works | Installation and maintenance of erosion and sediment control measures, water quality management measures and land stabilisation works across the site.<br><br>Staged rehabilitation/restoration of riparian land and vegetation offset areas. |

### 4.3.1. Site Levels and Grading

Bulk earthworks would be undertaken across the OEE to achieve overall finished site levels as shown in the civil drawings at Appendix E. **Table 7** breaks down the finished site level for each proposed warehouse.

Table 7 – Finished Level

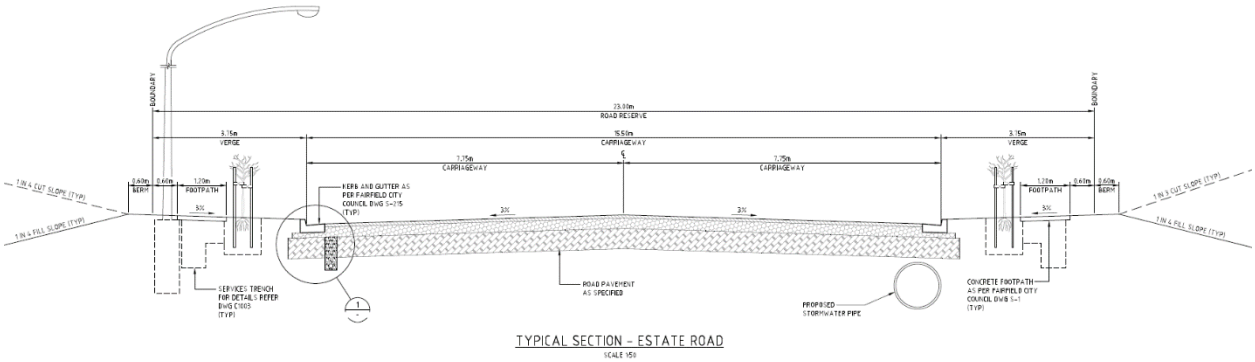
| Lot | Finished Floor Level (FFL) |
|---|---|
| Masonry Plant | 77.80 |
| Warehouse 1 | 78.50 |
| Warehouse 2 | 79.40 |
| Warehouse 3A | 79.10 |
| Warehouse 3B | 79.10 |
| Warehouse 4 | 78.80 |

### 4.3.2. New Estate Road and Access

All vehicular access to the site will be provided via a new Estate Road off Old Wallgrove Road. The new roadway will provide staff and visitor access and deliveries to the site. New driveways off of the new roadway will provide access and egress to each of the warehouses and masonry plant. Upon completion, the estate road will be dedicated to Council. The New Estate Road as shown in **Figure 8**, has been designed to the following specifications:

- 23m wide road reserve;
- 15.5m wide carriageway consisting of 2 x 3.5m wide traffic lanes and 2 x 4.25m wide traffic lanes adjacent to the kerb; and
- Cul-De-Sac with 30m diameter to accommodate B-Double vehicles.

Figure 8 – Typical Estate Road Section




*Source: AT&L*

### 4.3.3. Stormwater and Drainage

The proposed OEE stormwater management system is based around two stormwater catchment areas within the OEE draining to one combined detention and bio-retention basin, with final discharge to Reedy Creek. No on-lot detention basins are proposed or required. All proposed stormwater drainage has been designed in accordance with the Fairfield City Council engineering requirements and guidelines.

A summary of the stormwater management strategy is provided in **Table 8**, with detailed specifications provided in the Civil Drawings at **Appendix E** and Civil & Stormwater Management Report at **Appendix F**.

Table 8 – Summary of Stormwater Management for OEE

| Catchment | Area | Details |
|---|---|---|
| Western Catchment | 0.27 ha | This catchment includes the western portion of the Estate Road and drains to the west connecting into the stormwater network within Old Wallgrove Road. This catchment does not drain into the proposed OSD basin and is assumed to comprise 80% impermeable areas and 20% permeable areas. |
| Eastern Catchment | 10.69 ha | This catchment includes the majority of the Estate Road and all on lot stormwater and is assumed to comprise 90% impermeable areas and 10% permeable areas. |

Stormwater infrastructure within the OEE has been designed to safely convey overland flows within access roads, car parks and hardstand areas within the road carriageway in compliance with the flow widths and velocities specified in Council's Design Guidelines for Engineering Works.

Stormwater on the lots and within road reserves would be collected via pits and pipes and diverted into the storage basins designed to provide two key functions:

- Detention of stormwater flow; and
- Water quality treatment through bio-retention.

The combined basin will have an outlet structure and overflow weir system to drain into Reedy Creek to the east. Discharge from the basin would be controlled via an underground pipe that will intersect the existing creek system. The proposed on-site detention basin is located in the south east end of the site, and has volume of 4,450m$^3$.

### 4.3.4. Utilities and Infrastructure

Essential services would generally be provided to the OEE via connections to utility infrastructure as described in **Table 9.** An overall servicing strategy was prepared as part of early planning for the broader Oakdale Estate therefore infrastructure and servicing requirements for the OEE have been known to utility providers for some time and reflected in forward work programs.

Table 9 – Utility Infrastructure and Requirements

| Utility | Existing Services | Proposed OEE Services |
|---|---|---|
| Water Supply | The applicant has finalised a Local Area Servicing Plan (LASP) which has been adopted by Sydney water for the broader Oakdale Estate. This plan sets out the required sewer and water infrastructure to service the Oakdale Estate as well as the neighbouring Jacfin and SCR estates.<br><br>The OEE would be serviced via a connection to the existing 450mm water | The LASP for potable water (GHD 2016) states that Oakdale East will be supplied via the proposed DN450 potable water main along Burley Road which is supplied from the Minchinbury Elevated System. |

| Utility | Existing Services | Proposed OEE Services |
|---|---|---|
| | main located within the southern verge of Burley Road to the south. | |
| Sewerage | There is no existing sewer main within the vicinity. The closest existing sewer main is a 375mm diameter Glass Reinforced Plastics (GRP) pipe located approximately 250m to the west of the southern end of Old Wallgrove Road. | Servicing of the OEE would be via extension of the St Clair sewer trunk main to the OEE. The LASP for sewer (GHD 2016) identified the sizing of sewer infrastructure required to service Oakdale East as DN375 within Burley Road to the south. |
| Communications | There are existing Telstra and Optus services located on OWR and Burley Road. | Communication conduits will be extended from Old Wallgrove Road to service Oakdale East with the pit and pipe network to be extended and reticulated through the roadways to service the proposed lots. |
| Gas | There are existing gas mains owned by Jemena such as the 150mm secondary main along the eastern verge of OWR to the west, and the 200mm secondary main along the southern verge of Burley Road to the south. | Conduits would be extended and reticulated through the estate road network to service development lots if gas services are required. |
| Electricity | There are existing 8 overhead electrical conduits along the eastern verge of OWR to the west and a bank of 8 underground ducts along the wester verge of OWR to the west. | Based on advice received from an ASP3 Electrical Designer, it is likely lead-in HV cables will be required to service the development of Oakdale East. The likely point of supply is from the Eastern Creek Zone Substation, located on Old Wallgrove Road to the north of Oakdale East.<br><br>A formal application will need to be submitted to EE to determine existing HV capacity and confirm any lead-in requirements. |

## 4.4. MASONRY PLANT AND WAREHOUSE 1

The northern portion of the site will accommodate the Masonry plant and Warehouse 1. The proposed development will comprise the following:

- An 18m high masonry plant building providing 10,430 sqm of floor space;
- Ancillary office over two levels providing 1,040 sqm of office space;
- A separate truck entry/exit with security gate providing access from New Estate Road which accesses the storage hardstand area, drive over bins, crusher, conveyors, silos and cement bay;
- Car parking for 120 cars located on the western side of the masonry plant building accessed via a separate secure driveway further east of the truck entry/exit point.

- Pump room, tank and fire brigade parking for fire safety purposes on the north-west corner of the masonry plant building.
- A 13.7m high warehouse building providing 3,056 sqm of floor space;
- Ancillary office over two levels providing 1,571 sqm of floor area for a design centre, office and amenities.

## 4.4.1. Operational Details

The proposed masonry plant building will be constructed according to industry standard methods. Safety requirements at the site would not trigger the need for an in-factory sprinkler system. Details of the equipment foundations required at the site would be provided by the kiln manufacturers and installed by a suitably qualified contractor. A standard slab is to be installed over foundations.

The factory building will include a workshop area and employ around 20 staff in total (10 per shift).

The office building has been designed to accommodate up to six (6) administration staff. Separate amenities and lunchrooms for the administration and factory staff is proposed.

The proposed development will operate 24-hours a day, seven days a week, including the forklift storage area. This will trigger floodlight requirements until 9pm for part of the site's proposed hardstand areas.

The masonry plant will generate up to 115 trucks accessing the site per day, equating to 230 movements to and from the site in total.

The Masonry Plant will have a total of 38 employees including:

- 20 factory employees (10 per shift, shift one starts at 5am to 1pm, shift two starts at 1pm and finishes at 9pm)
- 6 administration staff (office hours)
- 12 drivers (includes truck and forklift - 6 per shift, hours as per factory)
- There will be 22 employees on the site during a shift.
- Heavy vehicles will travel to and from the site via Old Wallgrove Road, from the M7 in either a southbound or northbound direction.

### Process

Raw materials will be mixed onsite with water and additives in a one x 5 tonne mixer, one x 3 tonne mixer and one x 1 tonne mixer (face). Crushing of some raw materials would occur onsite prior to this.

Blocks and pavers would be manufactured via one of two hydraulic presses, which would be located within an acoustic enclosure.

The concrete products would then enter a curing chamber (heated room with high humidity) to develop strength. Air to the curing chamber would be heated with a gas burner and water mist spray. The maximum temperature would be around 60 degrees Celsius.

The concrete products would then be removed from the curing chamber and stored in pallets. Some products would undergo additional processing prior to sale (e.g. polishing, splitting).

### Storage and Sales

The proposed development would include the following storage areas:

- 4ha of external hardstand storage for pallets;
- 2,000sqm of undercover raw materials storage (sand, cement and aggregates). This would include drive over bins and solos; and
- Internal storage for higher end products.

### Servicing Requirements

The proposed development would trigger the following servicing requirements:

- Three phase 11kv electricity supplies with a minimum output of 270kwh;
- New gas connection to support usage of around 200,000m3 per annum;
- Water reticulation to support consumption of around 19,000kl per annum; and
- Sewerage system to support staff amenities and an equipment wash down area.

# 4.5. WAREHOUSES 2, 3 AND 4

The southern portion of the site contains three development lots, referred to as Warehouses 2, 3 and 4. The warehouse buildings proposed on each site range in size to provide flexibility and choice for a range of potential end users.

Warehouse floorplates in the estate range from approximately 4,100 sqm to 5,600 sqm to provide a diversity of product and maximum flexibility in the ultimate internal configuration of space.

Each warehouse building is serviced by a central hardstand area for loading and manoeuvring, a separate car park and landscaped perimeters.

Building heights respond to the needs of modern warehousing operations in terms of clearance, with a maximum height of 13.7m (excluding plant). Mechanical units would be approximately 1m high, however, this is dependent on the type of facility.

Buildings are designed to address street frontages with office areas and primary entrances oriented toward the central New Estate Road. Building materials are similar to those adopted for Oakdale Central and Oakdale South to encourage consistent branding across the two estates.

## 4.5.1. Fit Out and Use

This application proposes use of the buildings for 'warehousing and distribution' as defined under the WSEA SEPP including ancillary office space with operations 24 hours a day, seven days a week.

The proposed fit out of the warehouse buildings are comprised of the following elements:

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

## 4.5.2. Access and Loading

Each warehouse is provided with separate access for heavy and light vehicles, with car parking also separated from loading and manoeuvring areas. All access points and internal driveways, service and circulation areas are deigned to be compliant with AS 2890.1 and 2890.2 and to accommodate the turning paths of B-Double vehicles (the largest proposed vehicle to access the OEE). Access and loading arrangements for each proposed warehouse buildings are summarised in **Table 10.**

Table 10 – Proposed Access and Loading

| Warehouse | Access & Circulation | Loading |
|---|---|---|
| 2 | • Service/loading access from Estate Road.<br>• Car Park only access from Estate Road.<br>• Internal hardstand designed for one-way circulation with ingress and egress via same access point. | • Two recessed docks.<br>• Three loading docks. |
| 3A & 3B | • Service/loading access from Estate Road.<br>• Separate car park only access from Estate Road.<br>• Internal hardstand designed for one-way circulation with ingress and egress via same access point. | • Two recessed docks.<br>• Four loading docks. |

| Warehouse | Access & Circulation | Loading |
|---|---|---|
| 4 | • Service/loading access from Estate Road.<br>• Separate car park access from Estate Road.<br>• Internal hardstand designed for one-way circulation with ingress and egress via same access point. | • Two recessed docks.<br>• Four loading docks. |

### 4.5.3. Car Parking

Parking rates for the proposed development were determined based on a parking demand survey of similar, established warehousing and industrial operations in the WSEA. The results of the survey are discussed in **Section 7.13** and in more detail in **Appendix L**. The proposal for the OEE has been designed with similar rates of on-site parking, as described in **Table 11**. The proposal provides 8 accessible spaces for the OEE, which equates to 1 space per development lot. The accessible parking spaces will be designed in accordance with AS 2890 Part 6: Off-Street parking for people with disabilities.

Table 11 – On-Site Parking 2,3 and 4

| Warehouse | Parking Provided |
|---|---|
| 2 | 28 |
| 3 | 48 |
| 4 | 69 |
| Total | 145 |

## 4.6. LANDSCAPING

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

The landscaping proposed is within the setbacks to the surrounding roads and provides some screening and visual softening of the development from the surrounding public domain through a mix of trees, shrubs and groundcover planting. More specifically the landscaping will incorporate:

- Low level boundary planting to ensure visual security is maintained around the perimeter of the site;
- Low level planting within car park areas to improve sightlines;
- Increased landscape setback and on-lot presentation landscaping along the boundaries fronting Old Wallgrove Road to enhance the character of the streetscape; and
- Turfing of the sloped setback and retaining wall along the southern boundary.

The proposed landscaping will strengthen the character of the OEE and has been specifically developed to be consistent with the surrounding Oakdale Estates and across the overall development site.

## 4.7. SIGNAGE

Site signage has been designed to support the overall urban and landscape masterplan of the OEE. Larger corporate signs designed for viewing from moving vehicles have been located in strategic positions to reinforce the interface with streets and give a consistent corporate identity across the whole estate. Smaller tenant signs are located closer to office entrances to reinforce and clearly identify office buildings.

Proposed estate signage an in accordance with the settled Goodman signage standards incorporated in Goodman warehouse precincts throughout NSW and Australia. This ensures a well resolved, consistent and coherent brand strategy.

Signage to be installed as part of the development of the OEE is in accordance with the typologies, scale and typical use. The plans at **Appendix C** illustrate proposed signage within the OEE. **Figure 9** is an extract of the proposed signage strategy for the masterplan.

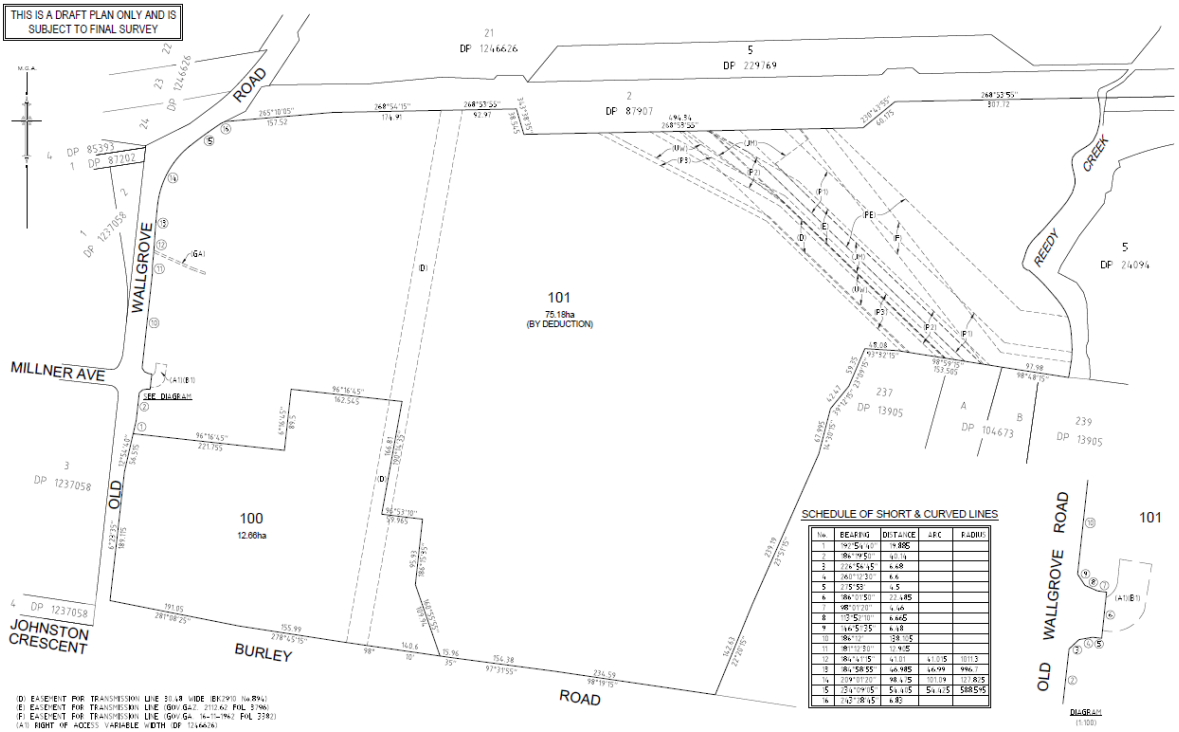
Figure 9 – Proposed OEE Signage


*Source: SBA Architects*

# 4.8. SUBDIVISION

The subdivision of the OEE will take place in a staged manner. The Stage 1 subdivision was submitted separately to Council and involved an initial DA that sought to subdivide the subject site from Plant #3 and create the OEE development site. **Figure 10** depicts the Stage 1 Subdivision Plan.

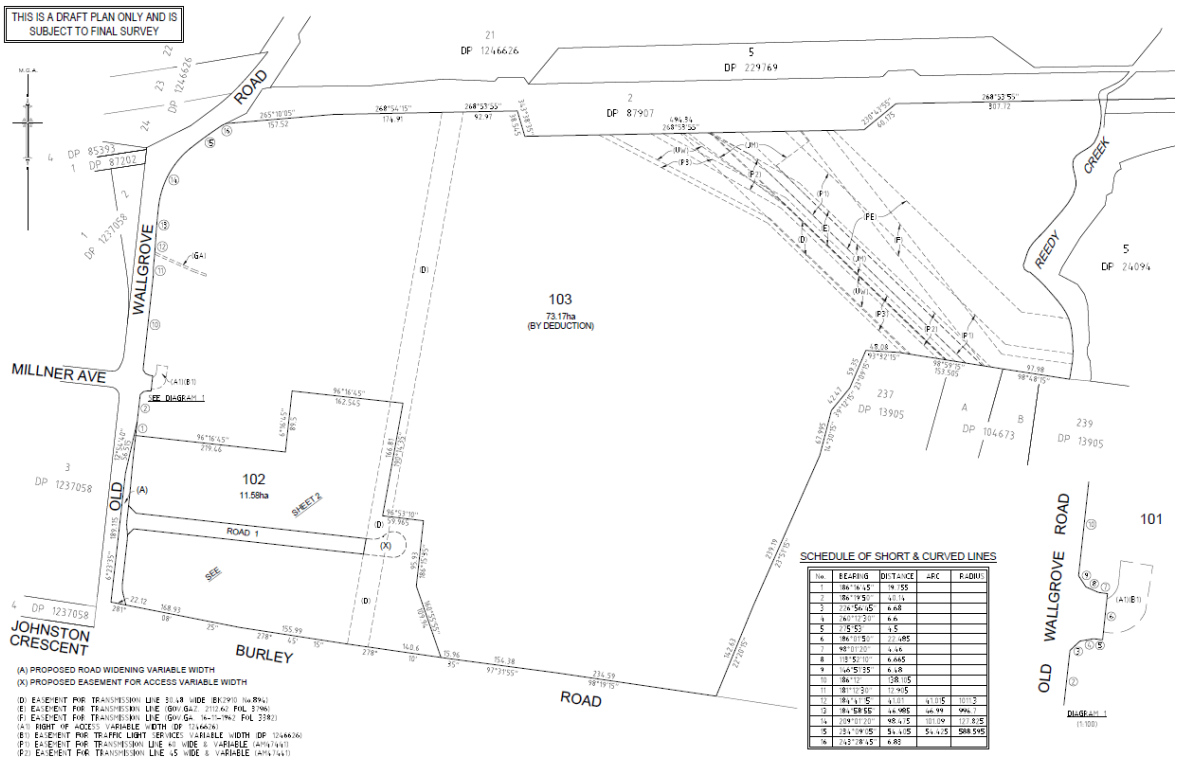
Figure 10 – Stage 1 Subdivision Plan




*Source: LTS Lockley Surveyors*

The Stage 2 subdivision to be undertaken as part of his application seeks to further subdivide the subject site into two lots, comprised of one development lot and one road lot. The Stage 2 subdivision is based around one development lot to remain under the ownership and management of the JV, incorporating stormwater detention basin within the lot and one Estate Road lot to be dedicated to Fairfield Council (located at the centre of the site). The proposed final subdivision layout for the OEE is shown in **Figure 11**.

Figure 11 – Proposed Plan of Subdivision




*Source: LTS Lockley Surveyors*

# 5. STRATEGIC AND STATUTORY CONTEXT

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

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

**State Policies and Other Legislation**

- *Environmental Planning and Assessment Act 1979;*
- *Environmental Planning and Assessment Regulation 2000;*
- *State Environmental Planning Policy (State and Regional Development) 2011;*
- *State Environmental Planning Policy (Western Sydney Employment Area) 2009;*
- *State Environmental Planning Policy (Infrastructure) 2007;*
- *State Environmental Planning Policy No 55 – Remediation of Land;*
- *State Environmental Planning Policy No.33 – Hazardous and Offensive Development;*
- *State Environmental Planning Policy No.64 – Advertising Structures and Signage;* and
- *Fairfield Local Environmental Plan 2010.*

**Strategic Planning Policies**

- Greater Sydney Regional Plan; and
- Western City District Plan.

## 5.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

### 5.1.1. Considerations under Section 4.15 of the EP&A Act 1979

Section 4.15 of the EP&A Act 1979 sets out the factors consent authorities must take into account when making decisions under the Act. This EIS provides an assessment of the matters specified under Section 4.15 as detailed in the following sections. The assessment determines that the proposed development is consistent with the requirements of Section 4.15 of the EP&A Act 1979.

### 5.1.2. Objects of the EP&A Act 1979

The objects of the EP&A Act are provided in Clause 1.3 The object of this Act are assessed in Table 12.

Table 12 – Objects of the Act

| Clause 1.3 Object | Consideration |
|---|---|
| *(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,* | The proposed development provides a detailed assessment of the impacts of the development of the OEE on both natural and artificial resources. The proposal will benefit the community through the generation of 180 operational jobs and approximately 50 full time equivalent jobs are anticipated during construction. |
| *(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,* | The proposed development has provided a range of sustainability commitments to promote ESD and reduction of Greenhouse Gasses. |

| Clause 1.3 Object | Consideration |
|---|---|
| *(c) to promote the orderly and economic use and development of land,* | The proposed development for a masonry plant and four warehouses is considered to promote the orderly and economic use of industrial land within the WSEA and is consistent with the objectives of the WSEA SEPP. |
| *(d) to promote the delivery and maintenance of affordable housing,* | Not applicable to the development of the OEE. |
| *(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,* | The proposal has included specific mitigation measures to minimise impacts to the environment as described. |
| *(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),* | The proposal has carefully considered and assessed the Aboriginal cultural heritage of the site, this includes providing mitigation measures to minimise impacts if any are identified. |
| *(g) to promote good design and amenity of the built environment,* | The proposal has been carefully designed to respond to the surrounding context. The character, height and scale of the proposed warehouse is consistent with the site specific DCP and existing surrounding nearby industrial estates. |
| *(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants* | As part of this application, the proponent has undertaken an detailed assessment of the hazards and risks involved with the construction and operation of the OEE. This includes preparation of a BCA Assessment, Fire Safety Strategy, Bushfire Risk Assessment and SEPP 33 Report. The recommendations and mitigation measures included in these reports will be implemented to ensure the health and safety of future occupants. |
| *(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,* | It is expected that the proposed development will be referred to relevant government agencies for comment. Specific agency recommendations will be reviewed and responded to following the exhibition period. |
| *(j) to provide increased opportunity for community participation in environmental planning and assessment.* | The proponent has undertaken detailed consultation with stakeholders in the preparation of the EIS and will respond to any submissions received following the exhibition period. |

## 5.2. ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000

The proposed masonry plant triggers a Designated Development pathway in accordance with Part 1, Schedule 3 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation 2000) as the development involves concrete works. Clause 14(1)(a) states:

> ***14 Concrete works***
>
> *(1) Concrete works that produce pre-mixed concrete or concrete products and:*
>
> *(a) that have an intended production capacity of more than 150 tonnes per day or 30,000 tonnes per year of concrete or concrete products,*

The proposed development therefore requires an Environmental Impact Statement (EIS) to be prepared. This document is consistent with the minimum requirements for Environmental Impact Statements in Part 2 of Schedule 2 of the EP&A Regulation 2000.

## 5.3. CONSISTENCY WITH STRATEGIC PLANNING FRAMEWORK

### 5.3.1. Greater Sydney Region Plan

The OEE and the surrounding Oakdale Estate lands lie in the strategically significant WSEA, within the Western City District. Greater Sydney Region Plan (NSW DP&E, March 2018) prepared by the Greater Sydney Commission (GSC) identifies a vision for each of the three Sydney Cities including the following for the Western Parkland City.

- The establishment of a new international Western Sydney Airport and Badgerys Creek Aerotropolis.
- Delivery of the first stage of the North South Rail Link from St Marys to the Western Sydney Airport.
- An investigation into a new east-west mass transit corridor connecting the Western Parkland City to the Central River City.
- The establishment of a Western Economic Corridor to contribute to strong trade, freight, logistics, advanced manufacturing and facilitate employment growth.

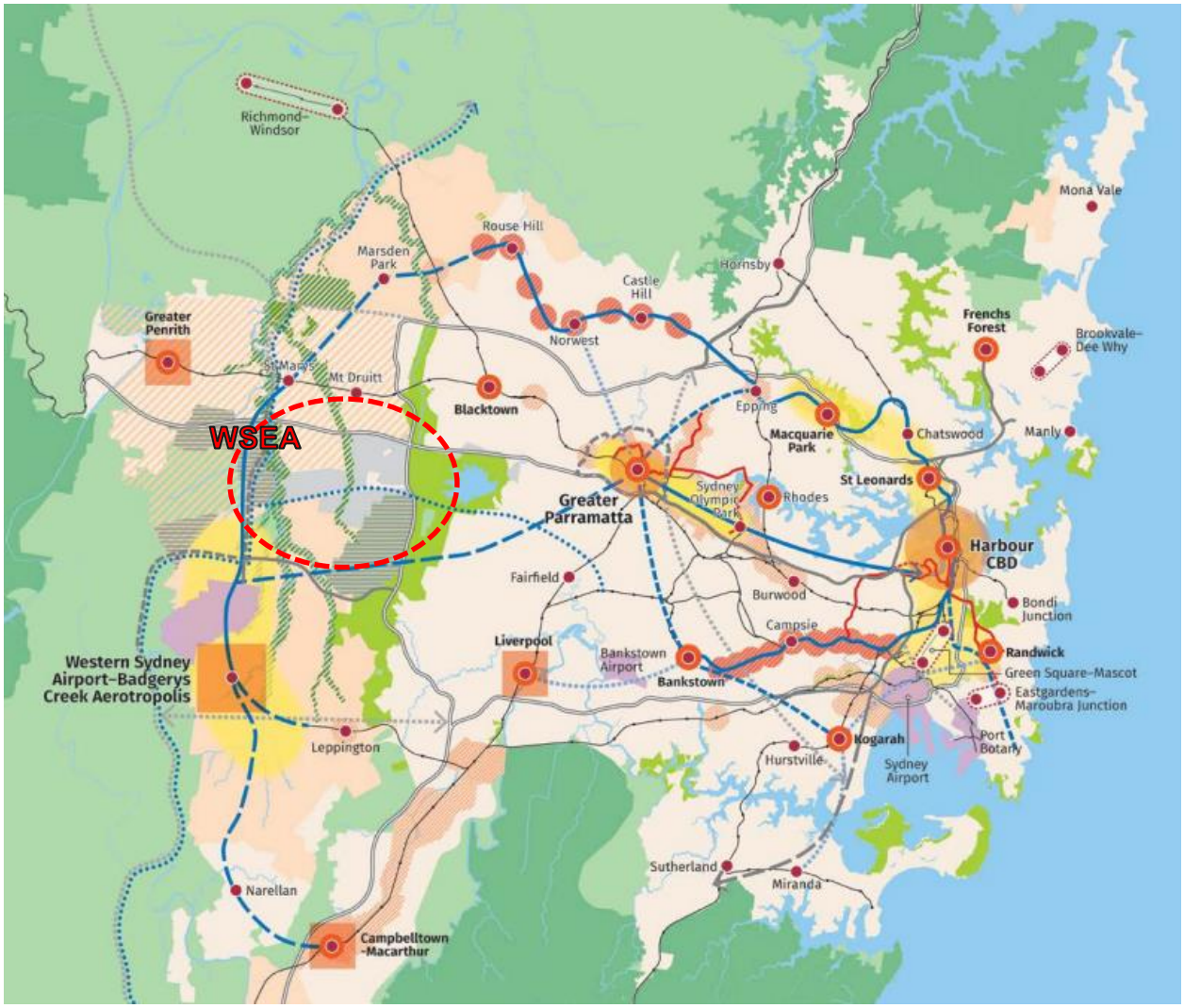
In order to deliver on these goals, the NSW government has committed to a range of catalytic infrastructure projects that will see a substantial change in the accessibility and economic diversity of the western region over the coming decades including:

- Significant upgrades to critical roads in the WSEA;
- Investigation into freight rail opportunities;
- Delivery of a new road network for the Western Sydney Priority Growth Area (WSPGA), directly to the south of the site, including potential links to the WSEA; and
- Commitment to the delivery of the Western Sydney Airport (WSA) at Badgerys Creek, within the WSPGA.

The delivery of these critical projects will not only result in direct changes to the context of the WSEA in terms of infrastructure and services, but will also result in significant changes to the character and landscape of the region, converting existing rural lands into active employment precincts. In particular, the delivery of the WSA would permanently alter the land use pattern and environment of the WSPGA.

The changing context of the OEE will only reinforce its role as a critical component of a strategically important employment hub, serving the direct and indirect needs of the growing Western Sydney region, including the Western Sydney Airport.

Figure 12 – Strategic Context




*Source: NSW DPE*

## 5.3.2. Western Sydney Employment Area

The OEE forms part of the strategically significant employment precinct known as the WSEA - identified and endorsed in metropolitan and local planning strategies.

Since the delivery of the M7 Motorway, the WSEA has developed rapidly into a freight and logistics hub which rivals many other industrial locations in Greater Sydney. The greenfield location offers opportunities for modern, custom designed facilities and its proximity to Sydney's Motorway Network provides convenient access to Port Botany and Sydney Airport without exposure to the congestion and vehicle restrictions present in many of the more established, inner ring industrial areas. Shifting land economics in these inner ring areas has also contributed to the growing dominance of the WSEA in the Sydney industrial market, due to its ability to offer a supply of large, flat sites at a competitive market rate.

The Metropolitan Plan for Sydney (A Plan for Growing Sydney) identifies and recognises the strategic significance of the WSEA and surrounding lands to the productivity of the wider SMA and strongly promotes the continued growth of this area into a major economic and employment hub. Some of the key strategic objectives established for the WSEA and surrounding lands include:

- Encouraging critical industries that support the economy's global functioning and promote employment, such as industrial uses, freight, logistics and research and development functions, as well as opportunities for agribusiness and food production.
- Identifying and supporting opportunities to improve transport connections to the area, including protecting a corridor for the Western Sydney Freight Line and completing the WSEA arterial network.

- Investigating opportunities for better connections with surrounding centres such as possible transport connections to Mount Druitt, Fairfield and Leppington.

The proposed development of the OEE responds to and aligns with this strategic context and presents a design solution that respects the important role of the WSEA to the broader economy of the SMA.

### 5.3.3. Western Sydney Priority Growth Area

The WSPGA has been identified by the NSW Government as a strategic location for new employment lands surrounding the site earmarked for the proposed WSA. The land lies directly to the south of the WSEA and approximates the boundaries of the former Broader WSEA. A Land Use and Infrastructure Strategy is currently being prepared by the NSW DPE for this area of land to identify the future land use, road network, servicing and staging strategy for the lands which are expected to constitute primarily employment land to support the future operations of the airport.

Connections from the WSEA into this new growth area will position the OEE and surrounding sites to provide a timely supply of zoned and serviced employment lands to support the early stages of development in this precinct. The development of the OEE as proposed would not preclude or adversely affect the future planning and development of the WSPGA and would deliver key regional and local road infrastructure which would ultimately support the connectivity of the WSA and WSPGA to the WSEA lands in the north.

### 5.3.4. Western City District Plan

The Western City District Plan sets out aspirations and proposals for Greater Sydney's Western Precinct. In 2036, the District will leverage investment in the proposed Western Sydney Airport, connecting the region to the rest of the world. The District will be planned in a way that protects the rural landscape. The Western City will be focused around the Airport to deliver local jobs and business activity to the area.

The District's resilient economy will also draw on new opportunities and innovations, providing jobs and services for more than one million people.

Section 4 of the Plan recognises the importance of industrial activity within the district, noting that the Western City District's major economic asset is its significant concentration of employment and urban services land. The district currently accommodates 39% of Greater Sydney's zoned industrial land, with around 700 hectares as part of the Western Sydney Employment Area. Utilisation of the WSEA as employment and urban services areas will be crucial for employment and economic activity as the District's economy, and that of Western Sydney, grows and evolves.

Section 5 of the District Plan outlines objectives to promote a sustainable city. A sustainable city protects and enhances its natural environment, integrating its bushland, open space, waterways and vegetation into the planning for how the city will grow and be built. The sustainability priorities include protecting the District's waterways, protecting and enhancing biodiversity, deliver Sydney's Green Grid and planning for a resilient West District.

Consideration for these strategic objectives and ecological values has informed the master plan design for the Oakdale East Estate.

## 5.4. CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS

### 5.4.1. Approvals Process

The OEE is classified as designated development pursuant to Schedule 3 of the *Environmental Planning and Assessment Regulation 2000.* As the CIV is less than $50 million it is considered Regional Development and the DA will be submitted to Council for assessment and determined by the Sydney Western City Planning Panel.

Relevant provisions of key statutory planning instruments applying to the OEE are discussed in relation to the proposal in the following sections.

### 5.4.2. State Environmental Planning Policy (State and Regional Development) 2011

The SRD SEPP identifies and establishes assessment frameworks for SSD and State Significant Infrastructure (SSI). Projects that fall within these categories are subject to an alternative assessment and approval process with the Minister for Planning being the consent authority. Schedule 1 of the SEPP identifies the general classes of SSD including development for the purposes of 'warehouses and distribution

centres' with a capital investment value (CIV) of more than $50 million at one location and related to the same operation as SSD.

The proposed works for the OEE will have a total value of approximately $55,839,581. However, each individual warehouse has a CIV less than the $50 million threshold. Therefore, whilst the overall cost is above the threshold, the project itself is not classified 'state significant development' (SSD). This relates to the definition of 'warehouses or distribution centres' being at one location.

Approval of the project will be sought via a local DA to Fairfield City Council, who will undertake the assessment. The Western Sydney Planning Panel is the consent authority.

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

The principal environmental planning instrument (EPI) applying to the OEE is the WSEA SEPP which establishes the zoning and core development controls for the site. The subject proposal has been designed in the context of the WSEA SEPP and associated planning policies.

The WSEA SEPP applies to lands within the WSEA and provides a framework to guide the efficient release and development of land within eight key precincts. The SEPP zones the land and establishes core development controls and design principles as well as setting the framework for regional infrastructure contributions. Part 4 of the SEPP requires the preparation of a development control plan for any land within the WSEA prior to development consent being granted.

Of key importance to the design of the OEE proposal are the provisions of Clause 18, Clause 21, Clause 23, Clause 24 and Clause 26 of the SEPP.

#### Clause 18

Clause 18 requires that a DCP must be in force over the land prior to the issuance of development consent. A site specific DCP has been prepared and was on public exhibition from 25 January 2019 to 28 February 2019. The proposal is consistent with the DCP requirements. An assessment of the proposal against the DCP is provided at **Section 5.4.8**.

#### Clause 21

Clause 21 of the WSEA SEPP addresses building height and states that:

> *'The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that:*
>
> *(a) building heights will not adversely impact on the amenity of adjacent residential areas, and*
>
> *(b) site topography has been taken into consideration'.*

Building heights proposed for the OEE have been established in consideration of the needs of current and emerging industrial/warehousing development typologies and the potential visual impacts of the proposed OEE development. The WSEA SEPP defines building height as follows:

> ***building height*** *(or* ***height of building****) means the vertical distance between ground level (existing) at any point to highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.*

The following building heights have been established for the OEE, consistent with the maximum building heights prepared under the site specific DCP 2018.

Table 13 – Building Heights

| Item | Height |
|---|---|
| Masonry Plant | 18m |
| Silos | 22m |

| Item | Height |
|---|---|
| Warehouses | 13.7m |

In relation to the provisions of clause 21, a detailed analysis of the proposed built form in the context of existing topography and potential for impact on surrounding residential development has been undertaken as part of the visual impact assessment (VIA) discussed in **Section 7.14** and included in full at **Appendix W**. The VIA makes a series of recommendations which have been adopted in the design of the proposal and/or through mitigation measures to ensure that built form on the site responds appropriately to the local context and that local amenity is preserved.

It is noted that the VIA finds that the underlying topography of the OEE site means that the scale of built form can be absorbed without significant adverse impacts upon view corridors and residential amenity.

### Clause 23

Clause 23 relates to development in the WSEA that is within 250m of land zoned primarily for residential purposes. The clause requires that the consent authority cannot grant consent to development on such land unless it is demonstrated that:

- *wherever appropriate, proposed buildings are compatible with the height, scale, siting and character of existing residential buildings in the vicinity, and*
- *goods, plant, equipment and other material resulting from the development are to be stored within a building or will be suitably screened from view from residential buildings and associated land, and*
- *the elevation of any building facing, or significantly exposed to view from, land on which a dwelling house is situated has been designed to present an attractive appearance, and*
- *noise generation from fixed sources or motor vehicles associated with the development will be effectively insulated or otherwise minimised, and*
- *the development will not otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting or the like, and*
- *the development will provide adequate off-street parking, relative to the demand for parking likely to be generated and access to the site does not share access with any other lands, and*
- *the site of the proposed development will be suitably landscaped, particularly between any building and the street alignment.*

The OEE adjoins rural residential lands to the south east which include some residential dwellings. The provisions of clause 23 are therefore triggered in relation to development on the OEE within 250m of the southern and western boundaries. Consideration of the detailed requirements of Clause 23 of the WSEA SEPP in relation to the OEE proposal is provided in **Table 14**.

Table 14 – Consideration of Clause 23 of WSEA SEPP

| REQUIREMENT | RESPONSE |
|---|---|
| *Wherever appropriate, proposed buildings are compatible with the height, scale, siting and character of existing residential buildings in the vicinity.* | This provision requires development within the WSEA that is visible from residential areas to be compatible, goods, plant and other such elements to be screened from view and the facade of buildings exposed to view to present in an appropriate way that preserves an acceptable level of visual amenity.<br><br>Acceptable solutions to address compatibility (as supported by planning and legal principles) include the siting and scale of buildings, architectural design and façade treatments and/or landscaping of sufficient density to create a visual buffer. |

| REQUIREMENT | RESPONSE |
|---|---|
| | The proposal responds to its local context by being sited to the south west corner of the OEE. The proposed development is located on the opposite side of Burley Road from residential dwellings and has been designed with a substantial 20m setback to the southern site boundary which would be landscaped with an earth bund and a range of planting to present an appropriate interface to the adjoining industrial, rural and rural residential uses.<br><br>The proposed OEE development also adopts building heights which achieve the minimum requirements for a modern warehousing and distribution facility, but which remain below the maximum building heights established under OEE DCP 2018.<br><br>A VIA has been prepared in respect of the OEE proposal and confirms that the proposed design and visual treatment for the OEE would preserve an appropriate outlook and level of amenity for surrounding landowners and adequately addresses the requirements of clause 23 of the WSEA SEPP. |
| *Goods, plant, equipment and other material resulting from the development are to be stored within a building or will be suitably screened from view from residential buildings and associated land.* | Goods, plant and equipment in Warehouses 2, 3 and 4 will be stored inside at all times or suitably screened to avoid potential visual impacts in compliance with these requirements.<br><br>However, the Masonry Plant includes a dedicated storage hardstand area. While this storage area is not proposed to be screened, the pallets and bricks will be set much lower than the buildings, which together with the significant landscaping will provide effective screening of this area to the residential inhabitants. |
| *The elevation of any building facing, or significantly exposed to view from land on which a dwelling house is situated has been designed to present an attractive appearance* | The proposed OEE development would not be significantly exposed to view from existing dwellings but would be visible in certain locations.<br><br>The architectural plans and perspectives submitted with the DA describe and illustrate the appearance of the proposed development of the OEE. The adopted design balances the functional requirements of a modern warehousing development with the need to maintain an aesthetically appealing outlook for surrounding sensitive users.<br><br>Importantly, the proposed development – the only location where buildings are proposed to be constructed as part of the application, is located in the south-west of the OEE, a significant distance from surrounding sensitive land uses. Therefore, the development would have a limited impact on views and outlook from the rural residential uses to the south east of the site. Noting that to the north is the existing Austral Plant, to the south is the PGH Brickworks plant and to the East is the Austral Quarry.<br><br>Architectural features have been used in the design to break up the bulk and scale of the proposed warehouse buildings and proposed colours and materials have been selected to further minimise any potential impact. |

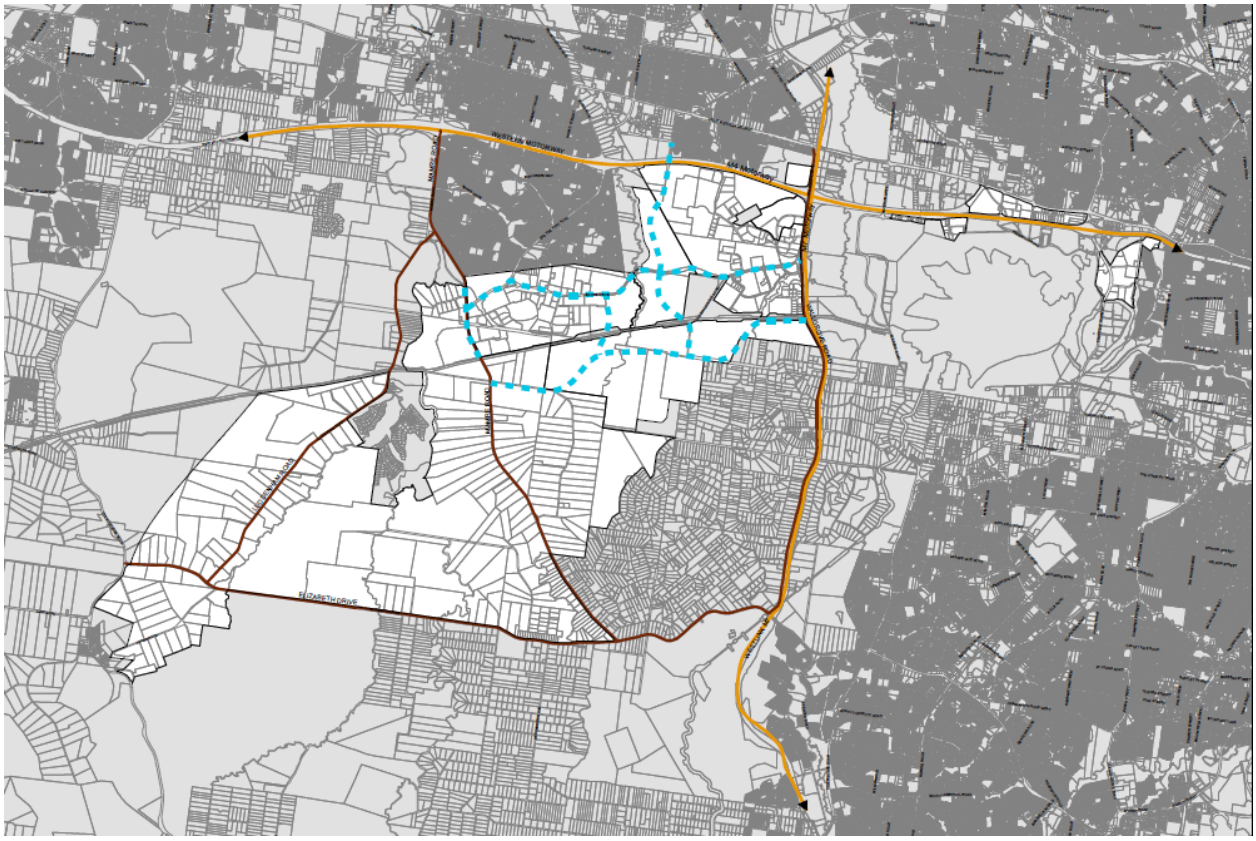
| REQUIREMENT | RESPONSE |
|---|---|
| *Noise generation from fixed sources or motor vehicles associated with the development will be effectively insulated or otherwise minimised* | As noted above, the proposed development includes the construction of warehouse buildings, located approximately 80m to sensitive receptors. Noise impact assessment carried out with respect to the development concludes that during construction hours, the predicted noise levels comply with construction noise criteria.<br><br>It is also noted that construction noise would be periodic, temporary and short term and therefore would not present permanent noise impacts on surrounding receivers.<br><br>Detailed noise impact assessment (NIA) is included at **Appendix Q** with further details provided in **Section 7.4**.<br><br>Overall, the NIA concludes that noise impacts on surrounding lands can be effectively maintained at acceptable levels with the mitigation measures proposed. |
| *The development will not otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting or the like* | The proposed OEE development includes 24/7 operation, however noise assessment demonstrates that this would not result in significant adverse impacts on surrounding sensitive receivers.<br><br>Further, traffic and parking analysis (documented in **Section 7.13** and **Appendix L**) shows that the proposed parking levels and traffic generation would not generate adverse impacts on traffic flows on the local or regional road network.<br><br>All proposed building will have a reflectivity coefficient of less than 20% and comply with AS 4282-1997 Control of the obtrusive effects of outdoor lighting.<br><br>All sites will be fences and secured with sufficient lighting at entrances. Cameras and guards will also be utilised. |
| *The development will provide adequate off-street parking, relative to the demand for parking likely to be generated* | The proposal makes provision for parking in excess of RMS Guidelines. Survey of existing warehouse and distribution facilities operated by Goodman in the WSEA and similar locations demonstrate that these parking rates are sufficient to meet the demands of a typical, modern warehousing operation.<br><br>Accordingly, the car parking rates for the OEE have been established based on the approved car parking rates for the Oakdale South Industrial Estate and the warehouse car parking rates outlined in the RMS Guide. In this regard, Section 5.11.2 of the RMS Guide requires parking for warehouse developments be provided at the rate of 1 space per 300m$^2$ of GFA and 1 space per 40m$^2$ of GFA for office use. |
| *The site of the proposed development will be suitably landscaped, particularly between any building and the street alignment* | Landscape plans are included at **Appendix D** to the EIS detailing the landscaping proposed across the site.<br><br>Key features of the landscaping approach include:<br><br>• Establishment of a significant 20m setback to proposed buildings from the southern site boundary to respect the sensitive land |

| REQUIREMENT | RESPONSE |
| --- | --- |
| | uses to the south and east of the site. This setback would be landscaped with a sloped turfed bund and acoustic wall to present an appropriate interface with these land uses and to preserve an adequate level of amenity.<br>• Establishment of 10m landscaped setbacks to the proposed SLR to ensure an appropriate interface to the regional road network and preserve amenity for future operators within the OEE and for the public domain surrounding the site.<br>• Minimum 3.75m landscaped setbacks to the internal estate road including street tree planting to create a high quality environment within the estate.<br>• On-lot landscaping within each development precinct to complement and soften the appearance of the warehouse buildings.<br>Landscape and visual analysis prepared in respect of the proposal has informed the design of the landscape treatment and confirms that the proposed landscaping response is appropriate to preserve the amenity of surrounding rural residential areas. |

### Clause 26

Clause 26 of the WSEA SEPP relates to the regional road network established under the SEPP as a framework for the delivery of future road connections within and surrounding the WSEA. The provisions of clause 26 apply to land which is situated on, or in the vicinity of a proposed transport infrastructure route illustrated on the 'Transport and Arterial Infrastructure Plan Map' (the map), shown in **Figure 13**.

Figure 13 – Regional Road Network – WSEA SEPP



*Source: WSEA SEPP*

The clause requires that the consent authority must, before determining a development application for development on such land, 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.

The OEE is affected by the proposed SLR to the south. The SLR runs parallel along the southern boundary of the OEE. The proposal incorporates the SLR as a core component of its infrastructure and the configuration in the Concept Proposal reflects the indicative alignment shown in the WSEA SEPP. OEE can operate without the reliance on the SLR. The proposal would not therefore hinder the delivery of this regional road as currently planned.

Other relevant provisions of the WSEA SEPP are discussed in **Table 15** below.

Table 15 – Other Provisions of the WSEA SEPP

| Clause | Requirement | Response |
|---|---|---|
| Clause 3 - Aims | Aims to protect and enhance the land within the WSEA for employment purposes. | The proposal seeks consent to plan and develop the OEE for employment uses, consistent with the overarching aim of the WSEA SEPP. |
| Clause 10 – Land Use Zoning | The OEE is zoned IN1 – General Industry and E2 – Environmental Conservation pursuant to this clause. | The proposed development of the OEE as described in the EIS is permissible with consent as follows:<br><br>All works proposed under the DA are permissible in the IN1 zone, including the construction and use of a masonry plant and buildings for warehousing and distribution. |

| Clause | Requirement | Response |
|---|---|---|
| | | Works for the purposes of roads, artificial waterbodies, flood mitigation works and environmental protection works are permissible in the E2 zone. The works proposed in the E2 zone are permissible. |
| Clause 18 – Development Control Plans | Requires that a DCP be in place before consent can be granted for development within the WSEA | OEE DCP 2018 is a site specific DCP that has been prepared and applies to the subject site. The OEE DCP has been submitted to the DPE and was on public exhibition between 25 January 2019 to 28 February 2019. The DCP is now off exhibition and the requirement for a DCP is therefore satisfied. |
| Clause 20 – Ecologically Sustainable Development | The consent authority must not grant consent to development on land to which this Policy applies unless it is satisfied that the development contains measures designed to minimise:<br>• the consumption of potable water, and<br>• greenhouse gas emissions. | An assessment of energy efficiency of the proposal and the emissions generated during the construction and operation has also been undertaken and is detailed in **Appendix T**.<br>Further details and calculations relation to WSUD and water reuse are included in the civil report at **Appendix F.** |
| 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 may be approved by the Director-General. | Rainwater tanks would be provided as part of the development for each warehouse within the OEE as shown on the plans at **Appendix E.**<br>Details of the proposed rainwater tanks are provided in the civil report at **Appendix F** and these measures have been considered in the site water balance calculations. |
| Clause 24 – Development involving subdivision | The consent authority must not grant consent to the carrying out of development involving the subdivision of land unless it has considered the following:<br>the implications of the fragmentation of large lots of land,<br>whether the subdivision will affect the supply of land for employment purposes,<br>whether the subdivision will preclude other lots of land to which this Policy | The proposed development of the OEE includes subdivision as described in **Section 4.8** and shown in **Appendix H**.<br>The proposed subdivision will be aligned with infrastructure and services delivery and will not result in land fragmentation or isolation. |

| Clause | Requirement | Response |
|---|---|---|
| | applies from having reasonable access to roads and services. | |
| 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. | All necessary public utility infrastructure and services would be provided to the OEE as part of the DA, as described in **Section 4.3.4** |
| Clause 29 – Industrial Release Area | Despite any other provision of this Policy, the consent authority must not consent to development on land to which this clause applies unless the Director-General has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of regional transport infrastructure and services (including the Erskine Park Link Road Network) in relation to the land to which this Policy applies. | The requirement for regional infrastructure contributions for the OEE would be satisfied via a Voluntary Planning Agreement to be negotiated with NSW DPE. |
| Clause 31 – Design Principles | In determining a development application that relates to land to which this Policy applies, the consent authority must take into consideration whether or not:<br>• the development is of a high-quality design, and<br>• a variety of materials and external finishes for the external facades are incorporated, and<br>• high quality landscaping is provided, and<br>• the scale and character of the development is compatible with other employment-generating development in the precinct concerned. | The OEE development has been developed based upon a robust and iterative design process, underpinned by carefully considered design principles related to bulk and scale, accessibility and permeability, landscaping and public domain, materials and finishes and integration with the surrounding land use character and context.<br>These principles and design responses are discussed in **Section 7.14** of the EIS and further articulated in the architectural package at **Appendix C** and **Appendix D**.<br>A VIA undertaken in respect of the proposal finds that the design responses adopted under the DA would result in an acceptable development outcome for the site and its local context. |

### 5.4.4. 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.

SEPP 64 applies to the proposed development as the proposed signage and advertisement will be visible to the surrounding road network. It is noted that the SEPP will apply in the event of any inconsistency with another environmental planning instrument.

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.

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 16**.

Table 16 – SEPP 64 Compliance

| Control | Proposed | Complies |
|---|---|---|
| **1 Character of the Area** | | |
| • *Is the proposal compatible with the character of the area or locality in which it is proposed to be located?*<br>• *Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?* | The proposed signage is compatible with the industrial land use zoning and desired future character of the area. The proposed signage will not detract from the streetscape as the signage will be located within the OEE and will not disrupt vehicular flow.<br>The scale and location of the proposed signage is consistent with the scale of the proposed OEE and adjoining industrial development. The proposed street landscaping will further integrate the signage within the streetscapes. | YES |
| **2 Special areas** | | |
| • *Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?* | 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.<br>The proposed signage will not adversely impede the visibility of other signage within the surrounding area. | YES |
| **3 Views and vistas** | | |
| • *Does the proposal obscure or compromise important views?*<br>• *Does the proposal contribute to the visual interest of the streetscape, setting or landscape?* | The signage will not obscure or compromise views, dominate the skyline or impede on the viewing rights of other advertisers. | YES |

| Control | Proposed | Complies |
|---|---|---|
| • *Does the proposal reduce clutter by rationalising and simplifying existing advertising?*<br>• *Does the proposal screen unsightliness?*<br>• *Does the proposal protrude above buildings, structures or tree canopies in the area or locality?*<br>• *Does the proposal require ongoing vegetation management?* | | |
| **4 Streetscape, setting or landscape** | | |
| • *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?*<br>• *Does the proposal respect important features of the site or building, or both?*<br>• *Does the proposal show innovation and imagination in its relationship to the site or building, or both?* | The proposed signage is compatible with the scale of the surrounding streetscape and setting.<br>The proposed signage will incorporate quality materials and finishes and provide a coherent and integrated colour scheme based on the marketing colours of Goodman and the specific tenants.<br>The proposal will appropriately reflect the future design and character of OEE and does not present visual clutter. | YES |
| **5 Associated devices and logos with advertised and advertising structures** | | |
| • *Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?* | 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. Illumination devices are integrated into the existing design of the sign. | YES |
| **7 Illumination** | | |
| • *Would illumination result in unacceptable glare?*<br>• *Would illumination affect safety for pedestrians, vehicles or aircraft, or detract from the amenity of any residence or other form of accommodation?*<br>• *Can the intensity of the illumination be adjusted, if necessary?*<br>• *Is the illumination subject to a curfew?* | 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 |

| Control | Proposed | Complies |
|---|---|---|
| **8 Safety** | | |
| • *Would the proposal reduce the safety for any public road?*<br>• *Would the proposal reduce the safety for pedestrians or bicyclists?*<br>• *Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?* | 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 front boundary. | YES |

## 5.4.5. State Environmental Planning Policy (Infrastructure) 2007

*State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP) aims to facilitate the effective delivery of infrastructure across the State by providing a consistent planning regime for infrastructure and the provision of services.

The SEPP provides an alternative approvals pathway for major infrastructure development and seeks to protect key infrastructure from the potential effects of new development by controlling sensitive development within or adjacent to road and rail corridors.

The SEPP also deals with traffic generating development and requires referral and concurrence of the NSW RMS for certain development which is expected to generated significant traffic. Schedule 3 of the Infrastructure SEPP identifies 'traffic generating development' which must be referred to the RMS for concurrence. The schedule includes development for the purposes of industry incorporating 20,000m$^2$ or more of gross floor area (GFA).

The proposed development would create some 35,800m$^2$ of warehousing GFA and would therefore exceed the threshold under Schedule 3 of the Infrastructure SEPP. The RMS has been consulted as part of the preparation of the EIS and the project would be referred to the RMS as part of the DA process.

## 5.4.6. State Environmental Planning Policy 55 (Remediation of Land)

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

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

As required, a detailed investigation of contamination on the site was carried out in December 2018. This was undertaken by Douglas & Partners (**Appendix M)** whose report concluded the following:

- *it is considered that the site has a low potential for significant contamination from historical site usage. This is supported by the field observations which generally recorded a low level of anthropogenic material in the fill material, which would have been required in the brick/tile source material; and the laboratory results which recorded low concentrations of potential contaminants, all of which were below the adopted SAC.*

The Detailed Site Investigation (DSI) found that the historical and current use of the land indicated that there was a low potential for significant site contamination. The site is therefore suitable for the proposed development.

An unexpected finds protocol is recommended to be implemented during site works to inform management of contaminated material if it is found on the land.

## 5.4.7. State Environmental Planning Policy 33 – Hazardous and Offensive Development

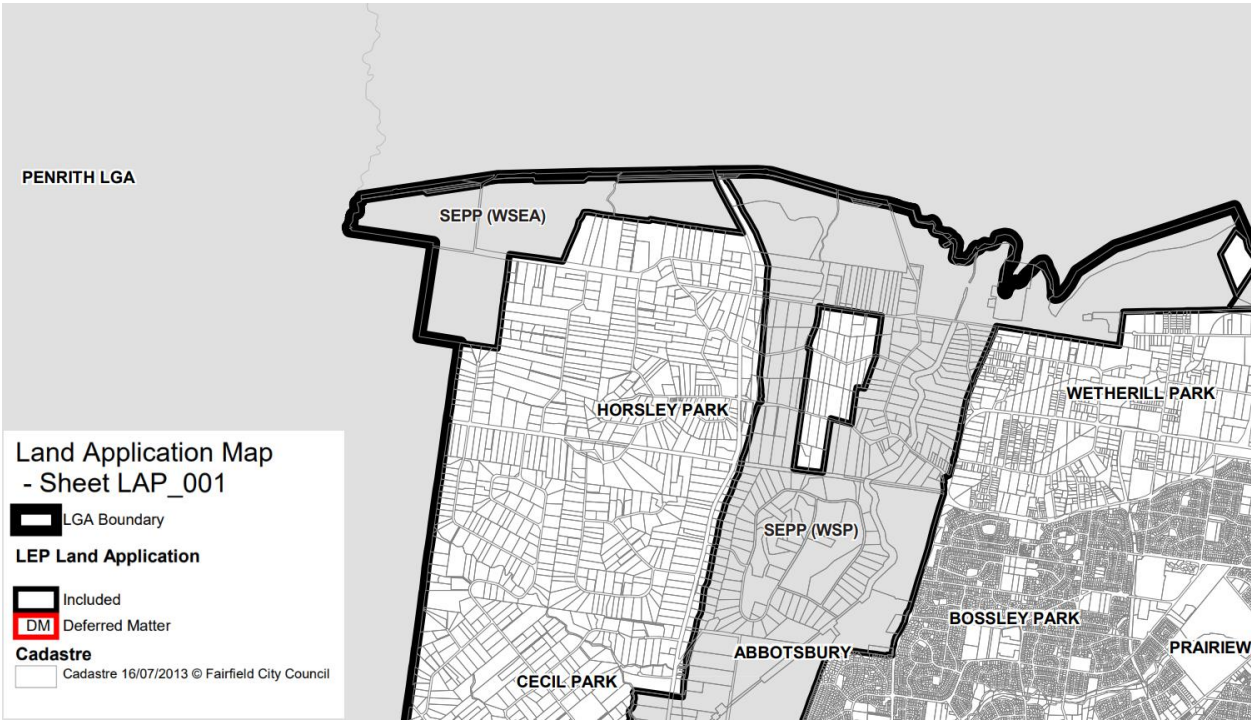
*State Environmental Planning Policy 33 – Hazardous and Offensive Development* (SEPP 33) SEPP 33 requires the consent authority to consider whether an industrial proposal is a potentially hazardous or a potentially offensive industry. In doing so, the consent authority must give careful consideration to the specific characteristics and circumstances of the development, its location and the way in which the proposed activity is to be carried out. Any application to carry out potentially hazardous development must be supported by a preliminary hazard analysis (PHA).

A review of the quantities of dangerous goods proposed to be stored at the site as part of the proposed development against *Hazardous and Offensive Development Application Guidelines Applying SEPP 33* (Department of Planning, 2011) was undertaken by Riskcon (refer to **Appendix U**). The assessment found that the SEPP 33 threshold quantities for dangerous goods to be stored and transported at the site would not be exceeded. As such, SEPP 33 does not apply to the proposed development, and no further assessment against SEPP 33 is considered warranted.

## 5.4.8. Local Planning Matters

As shown on the Land Application Map accompanying the Fairfield LEP 2013 at **Figure 14**, the Fairfield LEP 2013 does not apply to the OEE.

Figure 14 – Fairfield LEP Land Application Map Extract




*Source: Fairfield LEP 2013*

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

A site-specific development control plan (DCP) has been prepared and submitted to the DPE for the OEE. The DCP has been publicly exhibited and is now off exhibition. This DCP provides built form controls to guide the future development of the OEE which includes the subject site.

The proposed development is generally consistent with the provisions of the Draft OEE DCP 2018. **Table 17** provides an assessment of the proposed built form against the OEE Development Controls.

Table 17 – Draft OEE DCP Controls

| Issue/Element | OEE DCP Control | OEE Development | Complies |
|---|---|---|---|
| Minimum Lot Size | 5,000sqm | Masonry Plant & Warehouse 1 – 55,393sqm<br>Warehouse 2, 3 & 4 – 44,230sqm | YES |
| Minimum Frontage (street) | 40m (excluding cul-de-sacs) | Masonry Plant – 190m<br>Warehouse 1 – 125.88m (Estate Rd) and 138.5m (Old Wallgrove Rd)<br>Warehouse 2 – 124.3m (Estate Rd) and 115.5m (Old Wallgrove Rd)<br>Warehouse 3 – 200m (Estate Road)<br>Warehouse 4 – 124.3m (Estate Road) | YES |
| Minimum Width (at the building line) | 35m | Both development lots well exceed the minimum lot width and depth. | YES |
| Minimum Depth | 30m | Both development lots well exceed the minimum lot width and depth. | YES |
| Site Coverage | Maximum 65% | 36% (overall) | YES |
| **Building Setbacks** | | | |
| Front (Link Roads) | 20m | Warehouse 1 – 20.98m<br>Warehouses 2,3 & 4 – 17.5m | YES |
| Front (Estate Roads) | 7.5m | Masonry Plant – 7.5m<br>Warehouse 1 – 37m<br>Warehouse 2 – 15.55m<br>Warehouse 3 – 20.25m<br>Warehouse 4 – 8.5m | YES |
| Corner Lots (Secondary Street Frontage) | 5m | N/A – refer above | N/A |
| Rear and Side | 5m | Warehouse 1 – 7m from northern boundary<br>Masonry Plant – 45m or more to northern boundary<br>Rear setback to southern boundary is approximately 20m<br>Side setback of 20m or more along the eastern boundary | YES |
| **Building Height** | | | |

| Issue/Element | OEE DCP Control | OEE Development | Complies |
|---|---|---|---|
| Warehouse or General Industrial building | Maximum 15m | All Warehouses – 13.7m | YES |
| Refrigerated Warehouse | Maximum 18m | Masonry Plant – 18m | YES |
| Ancillary Structures (Silos) | Maximum 22m | Silos – 22m | YES |
| **Landscaped Setback** | | | |
| SLR and Old Wallgrove Road | 10m to the road frontage | Warehouses 1 and 2 – 10m (Old Wallgrove Rd)<br>Warehouses 2, 3 and 4 – 10m (SLR) | YES |
| Local Estate Road | Average of 50% of setback along the road frontage | 10m landscaped setback along the Local Estate Road | YES |
| Side Boundary (internal) | No minimum requirement | N/A | N/A |
| Rear Boundary | 2.5m from the rear boundary | Warehouse 1 & Masonry Plant – 2.5m<br>Warehouse 4 – the majority of the south eastern boundary is 2.5m. However, the 2.5m setback tapers down towards the south eastern corner to facilitate the car parking area. The impact caused by the reduced landscaped setback is considered to be negligible as the eastern boundary adjoins a transmission easement and will not be the ultimate rear setback of the OEE. It is anticipated that there will be future development beyond the Transmission Easement. | YES<br>YES |
| **Signage** | | | |
| Building Identification Sign | Should not be higher than 15m above existing ground level or the top of any existing parapet, whichever is lower | All business identification has been designed to sit below the roofline of the warehouse buildings and will therefore not be higher than 13.7m above existing ground level. | YES |
| Sky Signs and Roof Signs | Must not project vertically above the roof of a building | No sky or roof signs are proposed. | YES |

| Issue/Element | OEE DCP Control | OEE Development | Complies |
|---|---|---|---|
| Flat Mounted Signs | Are to be no higher than 15m above existing ground level | All flat mounted signs have been designed to be located below the roof line of the warehouses which have a total building height of 13.7m. | YES |
| Illuminated Signage | Maximum of 1 illuminated sign per elevation of each building.<br><br>Should be oriented away from residential properties. | All illuminated signs have been oriented towards the New Estate Road and away from the surrounding residential properties.<br><br>All building identification signs are illuminated and detailed in the signage plan at **Appendix C.** As Warehouses 2,3,4 are spec units, signage detail is not provided. However, it will be of an appropriate scale and low intensity illumination so as not to cause any unacceptable glare or light spillage. | YES |
| Transmission Lines | The following is not permitted in the land identified as being for the purpose of a transmission line:<br><br>(i) Construction of permanent buildings or fixed plant and equipment,<br><br>(ii) Storage of combustible materials, garbage or fallen timber,<br><br>(iii) The planting of large trees that grow in excess of three metres,<br><br>(iv) Driven fence posts or stakes in easements with underground electricity cables, or<br><br>(v) Installation of unapproved third party utilities such as telecommunications, gas, water or sewerage service. | None of this development is proposed within the easement - (hard stand storage area, car parking and low scale landscaping is proposed within easement) | YES |
| Estate Roads (Local) | Carriageway – 15.5m | New Estate Road – 15.5m | YES |

| Issue/Element | OEE DCP Control | OEE Development | Complies |
|---|---|---|---|
| | Footpath – minimum 1.2m either side of the carriageway<br><br>Total road reserve – 23m | Footpaths – 1.2m wide (proposed on both sides of carriageway.<br><br>Total road reserve – 23m | YES<br><br>YES |
| Carparking | On-site car parking to be provided at the following minimum rates:<br><br>Industry – 1 space/300sqm of GFA<br><br>Office – 1 space/40sqm of GFA<br><br>Masonry Plant – parking rate to be based on a First Principles Assessment<br><br>Total required based on the GFA of the proposal = 181 car parks | Parking is proposed to be provided at the following rates:<br><br>Masonry Plant and Warehouse 1: 120 spaces<br><br>Warehouse 2: 28 spaces<br><br>Warehouse 3: 48 spaces<br><br>Warehouse 4: 69 spaces<br><br>Total proposed car parks = 265 spaces<br><br>The proposed car parking recognises the needs of modern warehousing operations and the unique characteristics and typical operation of the WSEA. | YES<br><br>For more details refer to **Section 7.13** and **Appendix L**. |

# 6. CONSULTATION

## 6.1. OVERVIEW

A key input to the planning and design of the OEE project is an understanding of the views and requirements of a range of stakeholders, including State and local government agencies, adjoining landowners and the broader community.

In accordance with the *Secretary's Environmental Assessment Requirements* (SEARs) issued for the OEE proposal, the applicant has consulted with a variety of stakeholders in relation to the development of the OEE and has responded to the issues raised through design and management measures as appropriate. The consultation process undertaken is documented in the following sections of the EIS.

## 6.2. STAKEHOLDER CONSULTATION

An extensive and ongoing dialogue has been established between Goodman and key relevant State and local agencies and authorities with regard to the development of its lands in the WSEA. This program of consultation, undertaken over a number of years, has provided a comprehensive understanding of the key issues and requirements of these stakeholders with regard to the broader Oakdale lands. To ensure that key issues specific to the OEE are captured and addressed in the design and assessment of the proposal, Goodman has identified a number of key stakeholders and carried out consultation with these stakeholders to inform the design and development of the proposal.

Key stakeholders identified include:

- Environment Protection Authority (EPA);
- Office of Environment and Heritage (OEH);
- Department of Primary Industries – Water;
- Roads and Maritime Services (RMS);
- Sydney Water;
- Rural Fire Service (RFS);
- Fairfield Council; and
- Surrounding local residents and stakeholders**.**

**Table 18** provides a summary of the consultation undertaken in relation to this DA.

Table 18 – Summary of Consultation

| **Agency/Authority** | **Issues/Outcomes** |
|---|---|
| EPA | On 30 August 2018, the EPA provided the following response in relation to biodiversity and Aboriginal cultural heritage: *'…this response does not cover biodiversity or Aboriginal cultural heritage issues, which are the responsibility of the Office of Environment and Heritage.'* |
| OEH | On 31 August 2018, the OEH provided the following response in relation to heritage: *'…Please be advised that the Greater Sydney Planning Team, OEH has no comments at this stage.'*<br><br>On 31 October 2018 Artefact, contacted OEH after completing the survey to share their findings of the assessment and provide an opportunity for OEH to comment. No response was received. |

| Agency/Authority | Issues/Outcomes |
|---|---|
| Department of Primary Industries - Water | On 8 March 2019, AT&L contacted the DPI – Water to discuss the proposal. In addition, they provided DPI – Water with the SEARs and general arrangement plan in a follow up email requesting a discussion. At the time of writing, no response was received. |
| RMS | Ason Group as part of the preparation of the TIA made multiple requests to RMS to arrange a meeting or telephone conference to discuss the proposal. On 22nd November 2018 the RMS SEARs response letter was provided again to Ason Group. As the TIA addresses the RMS SEARs request it was deemed by RMS that a consultation meeting with RMS is not required at this time. |
| Sydney Water | On 16 December 2018, AT&L contacted Sydney Water to discuss the OEE proposal. However, despite numerous attempts to speak directly with Sydney Water no response was received. |
| Endeavour Energy | |
| RFS | On 28 September 2018, the RFS provided the following response in relation to bushfire protection: *'… advises that a bush fire assessment report shall be prepared which identifies the extent to which the proposed development conforms with or deviates from the relevant provisions of Section 4.3.6 (f) of Planning for Bush Fire Protection 2006 (or equivalent).'* |
| Fairfield Council | Ongoing consultation with Fairfield Council has occurred in relation to the proposed development.<br><br>On 16 October 2018, a pre-development application meeting was held at Fairfield Council. A range of matters were discussed, including:<br>• Site specific DCP;<br>• Subdivision and OSD;<br>• Austral Bricks operation;<br>• Public road dedication;<br>• Car parking;<br>• Easement;<br>• Relationship to adjoining residential properties; and<br>• Staged Development.<br><br>The matters discussed at the meeting are considered in detail in **Table 19**.<br><br>A meeting on 1 March 2019, was held with Fairfield Council's Engineers to discuss the proposed stormwater management of the Oakdale East development. This included a discussion on site subdivision, retention basins and OSD tanks. |

| Agency/Authority | Issues/Outcomes |
|---|---|
| Surrounding landowners | On 23 October 2018, Goodman and Urbis Engagement visited the surrounding local residents in immediate proximity to the proposed development. Ten residential and one industrial neighbour were included in the catchment. Four residential neighbours and the one industrial neighbour were consulted with directly. The remaining six neighbours were provided with a summary letter which included information about the plans and contact details to follow up, should they have any questions or concerns.<br><br>On 16 January 2019, Urbis Engagement distributed a follow-up letter to the catchment providing an update on the planning pathway. The letter included contact details for a dedicated phone number and email address for community members to provide feedback or ask questions. At the time of writing this report, no feedback was submitted through the enquiry channel. |

## 6.3. PRE-DEVELOPMENT ADVISORY MEETING

A Pre-Development Advisory meeting was held with Fairfield Council on 16 October 2018 about the proposed development for the subject site.

**Table 19** below details the key matters raised during the discussion with Council. Since the Pre-DA meeting, the concept has been refined in response to Council's comments and Austral's design and operational requirements which are now incorporated into the Development Proposal.

Table 19 – Pre-Development Advisory Matters

| Council Comment | Response |
|---|---|
| • *The applicant shall confirm the Capital Investment Value (CIV) as well as address the criteria SEPP (State and Regional Development) 2011. Should the proposed development exceed $30 million dollars or trigger any other criteria within the SEPP the application shall be determined by the Joint Regional Planning Panel* | • A QS report is included with the DA lodgement package confirming cost of works and determination by the Sydney Western City Planning Panel. |
| **Development Control Plan (DCP)**<br>• *Council acknowledges that there is a draft DCP for a portion of the site, however this has not been exhibited nor does it consider the whole site. Any application submitted to Council should not occur until such time that the proposed Oakdale East Development Control Plan (DCP) has been publicly exhibited by the Department of Planning and Environment.* | • Noted. The DA will be lodged with Fairfield Council once the DCP comes off exhibition, as agreed by Council. |
| **Subdivision and OSD**<br>• *The application seeks Torrens Title Subdivision of the site. This includes but not limited to:*<br>  ○ *A use (Masonry plant and storage hardstand area) located over separate 2 lots, and* | • The masonry plant no longer sits on two (2) lots. All the proposed development sits on a single lot. A meeting was held with Fairfield Council on 1 March to discuss the request for OSD tanks on each site. |

| Council Comment | Response |
|---|---|
| ○ *An OSD basin located outside of the area to be development and on its own lot of land.*<br>• *Please be advised that Council does not support an OSD basin outside of the area to be developed. In this regard, any re-development will require an OSD to be provided on each lot of land to be development. This is to ensure that the system will be appropriately and adequately maintained as required.* | Goodman advised that the individual warehouses would not be subdivided and therefore individual tanks were not required. Also, Council would not approve any future subdivision which may result in a lot with insufficient stormwater treatment. Council agreed to this reasoning. |
| • *Concern is also raised for the proposal of a use to be conducted over two (2) proposed separate lots of land. In this regard, any use should be located wholly within a lot of land to ensure that the use can be conducted in a satisfactory manner and in accordance with any conditions of consent.* | • Noted. This is no longer the case. The masonry plan is within a single lot. No warehouses fall on two (2) separate lots and all fall within a single lot. |
| • *The applicant shall provide details of the proposed subdivision including if it is going to be a staged subdivision.* | • Refer to Section 4.8 for details relating to the proposed subdivision. |
| **Austral Bricks Operation** | |
| • *The proposed development seeks to reduce the approved area for the existing Austral Brick Plant. Council raise concern that this may impact the existing operations. Accordingly, evidence shall be submitted that demonstrates the proposed development and the reduced Austral Brick Plant will not impact the existing site operations and licenses.*<br>• *The applicant shall provide details of how the current brick operations on site will operate on a reduced overall site area.* | • Austral's priority is to ensure their Plant 3 operation continue without disruption. The south eastern corner of the site has historically only been used for stockpile storage and is no longer needed, therefore providing redevelopment opportunity.<br>The EIS accompanying this DA discusses the continued operation of the Austral Plant 3 quarry operations. Further, a separate DA has been lodged by Austral to consolidate the Plant 3 operations to ensure that both the quarry and masonry plant and warehouses may operate concurrently. |
| • *The applicant shall also address whether Austral Bricks will be required to amend existing approvals and/or obtain a new/updated license for the operation of the site.* | • Austal are lodging a separate DA application to consolidate their operations of the Plant 3 quarry. This will enable both the continued operation of the Plant 3 operations, and the proposed masonry and warehouse development proposed under this DA. |
| **Public Road Dedication** | |
| • *The application is proposing the construction and dedication of a new road as part of the proposed development to Council. It is recommended that the applicant liaise with Council's Engineering Assessment Branch, prior to lodgement of an application to Council. Any comments provided* | • Goodman and AT&L had a meeting with Council engineers on Friday, 1 March, when the road proposed for dedication was discussed. Council's comments have been taken into account in the design of the road. Refer to **Appendix E** for further details. |

| Council Comment | Response |
|---|---|
| *by Council's Engineering branch should be incorporated into the proposed development.* | |
| **Car Parking Requirements**<br>• *In accordance with the Fairfield City Wide Development Control Plan (DCP) 2013, warehouse and distribution centres require 1 car parking spaces per 80m2 of GLA and industrial development requires 1 space per 70m2 of GLA including 1 space per unit. Council raise concern in relation to the proposed car parking rate for the subject proposal. Accordingly, the applicant shall provide details of the proposed car parking rate and evidence that the proposed rate is considered acceptable for the proposed development. The applicant shall also provide details of proposed staff numbers and comparisons to similar sites, particularly for the Masonry Plant. Should the submitted justification not be considered satisfactory, the proposal shall comply with Council's rate.* | • Goodman's Oakdale Central, Oakdale South and Oakdale West all utilise a parking rate of 1 space / 300sqm of warehouse GFA and 1 space / 40sqm of office space. Goodman have extensive knowledge of the parking demand required for warehouse development, and this rate is proven to be optimum. It provides adequate parking while reducing wasted space (which leads to unnecessary urban sprawl). Goodman's priority is to fulfil customers' needs are met. To this end Goodman are confident that the proposed parking meets tenants' needs and there will be no parking shortfall. A detailed justification of the parking rate is included in **Section 7.13**, and within the Traffic Impact Assessment, prepared by ASON at **Appendix L**. |
| **Easement**<br>• *The applicant shall address the existing easement located over the subject site. The applicant shall consider consultation with Endeavour Energy prior to the lodgement of any development application.* | • Consultation has been undertaken with Endeavour Energy to confirm the impacts of the proposal on the easement, as detailed in **Table 18.** |
| **Adjoining Residential Properties**<br>• *Concern is raised in relation to the southern setback and the relationship between the proposed development and existing residential properties. Concern is raised in relation to noise, dust emission and visual impacts. Accordingly, the applicant shall re-consider the proposed southern setback. The applicant shall also address the acoustic amenity of neighbouring residential properties. The applicant shall provide architectural plans demonstrating the views and vistas seen from the neighbouring residential properties.* | • A noise, air quality and visual impact assessment has been undertaken as part of the assessment and is included with the DA. The assessment confirms that there are no unacceptable environmental impacts on the southern neighbours, resulting from the proposal. |
| **Staged Development**<br>• *It is understood that the proposal will be staged. Accordingly, documentation shall be submitted that demonstrates that each respective stage can operate satisfactory and without impact. Particular reference is made to the required car parking spaces, landscaping, road works and drainage.* | • A staged DA is not sought, the DA seeks approval for the construction, fit out and use for the masonry plant and all warehouses. No particular construction sequence is proposed for the masonry plant and warehouses, and for construction to start as soon as possible following DA approval. The estate road will be |

| Council Comment | Response |
|---|---|
| | the first item following bulk earthworks to be constructed. |
| • *A detailed EIS shall be prepared and submitted into Council addressing the SEARS and demonstrating compliance with the provisions of the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP) and Oakdale East Development Control Plan (DCP). The applicant needs to make sure each stage can operate independently and all required services/infrastructure is in each stage. The applicant shall also address Clause 31 Design Principles and Clause 32 Preservation of Trees of the State Environmental Planning Policy (Western Sydney Employment Area) 2009.* | • This application includes an EIS that addresses the environmental planning instruments listed in the SEARs. More specifically, **Section 5.4.3** directly addresses the relevant clauses within the WSEA SEPP. |
| • *The applicant shall address State Environmental Planning Policy No. 33 – Hazardous and Offensive Development and State Environmental Planning Policy 55 – Remediation of Land. The applicant shall also address the Environmental Planning and Assessment Regulation 2000, Division 3 – Development applications for integrated development and Section 3 – Designated Development.* | • A SEPP 33 assessment has been undertaken and is included with the application (**Appendix U**). This assessment considers the relevant legislation as detailed in **Section 5.4.7.** |
| • *The applicant shall address the relevant licenses required for the operation of the premises, including any changes to the existing Austral Bricks licenses.* | • The EIS includes explanation of the continued operation of Plant 3. Further, a DA has been lodged by Austral to consolidate operations on Plant 3 to enable both continued operation of Plant 3 Quarry and new masonry plant and warehouse operation. Both confirms the site may be efficiently used for both uses in concurrently without unacceptable interference of either. A statement has also been prepared by Austral confirming that the quarry and its existing operations will continue uninterrupted despite the proposed Oakdale East development. |
| • *The applicant shall provide details of public consultation undertaken with the neighbouring properties particularly the rural/residential properties within close proximity to the site.* | • Comprehensive consultation has been undertaken with the neighbouring properties. This is documented in **Section 6** of the EIS. |
| • *The existing road network shall be upgraded and modified to support the proposed development. Accordingly, the applicant shall provide details of the proposed road works. The applicant shall also consult with the RMS prior to the lodgement of a DA.* | • Road works are proposed to Old Wallgrove Road to support the proposal. Details of these works are included in **Section 4.3.2** and the civil plans at **Appendix E**.<br>ASON have undertaken consultation with RMS, detailed in **Section 6**. |

| Council Comment | Response |
|---|---|
| • *Detailed architectural plans shall be prepared by a suitably qualified architect and submitted as part of any DA lodged for the proposal.* | • Elevations are included in the architecture Package and a Visual Impact Assessment has been undertaken and is included at **Section 7.14** of the EIS, and **Appendix W**, indicative photomontages have also been included. |
| • *Detailed landscape plans shall be prepared by a suitably qualified landscape architect and submitted as part of the DA.* | • A detailed landscape package has been provided **Appendix D**. For consistency, proposed setbacks reflect those provided for Goodman's Oakdale Central, Oakdale South and Oakdale West Estates. It should be noted that there is a significant vegetated buffer provided to the south of the proposal which provides good separation from residential uses to the south. |
| • *An acoustic assessment shall be conducted at the site and an acoustic report prepared by a qualified acoustic consultant shall be submitted as part of the DA.* | • A detailed noise assessment has been undertaken and is provided at **Appendix Q.** |
| **Stormwater** | |
| • *A stormwater drainage plan prepared by a qualified consultant in accordance with Council's Stormwater Drainage Policy September 2017 shall be submitted to Council. An onsite detention system (OSD) shall be provided within each proposed allotment.* | • A stormwater drainage plan has been provided at **Appendix E**. |
| • *The stormwater drainage design shall ensure that it does not result in catchment redirection. In this regard, a contour survey plan shall be submitted showing sub catchments to be directed towards each individual OSD basin.* | • A contour survey plan is included within **Appendix E**. |
| • *A Flood Risk Management Report addressing Chapter 11 of the Fairfield DCP 2013 shall be provided.* | • A flood assessment has been undertaken and is included at **Appendix G.** |
| • *The applicant shall provide details of the proposed subdivision including if it is going to be a staged subdivision.* | • Subdivision will include two (2) stages. The first stage will be to subdivide Plant 3 (Lot 11 DP 1246626) into two (2) lots including a new lot for the new masonry plant and warehouse use, and the remaining lot for the existing Austral Quarry lot. A stage 2 subdivision will include the subdivision of the development lot into a road lot for dedication to the road authority, and a remaining development lot. |
| • *The applicant shall obtain approval from the relevant authority for the proposed use and structures located within the existing easement.* | • Consultation has been undertaken with Endeavour Australia as detailed in **Table 18.** |
| • *Proposed road upgrades are documented in the EIS and Civil Report* | • Proposed road upgrades are documented in the **Section 4.3.2** and **Appendix F.** |

| Council Comment | Response |
|---|---|
| • *The applicant shall provide swept paths for the largest servicing vehicle for the intersection of Roads and proposed allotments (internal manoeuvring) in accordance with Australian Standards* | • Swept path assessment has been included in the Traffic and Parking Assessment Report, **Appendix L.** |
| • *The applicant shall submit Engineering plans, designed in accordance with Council's specifications (Roadworks & Drainage associated with subdivision or other development)*<br>  ○ *Stormwater Plans*<br>  ○ *Road Plan and Associated Drainage*<br>  ○ *Clear distinction on plans of all proposed retaining walls, require plan view and elevation.* | • Noted. Engineering plans are provided at **Appendix E**. |

# 7. ENVIRONMENTAL IMPACT ASSESSMENT

## 7.1. SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The SEARS were issued on 19 September 2018. The key issues include:

- Strategic context;
- Air quality;
- Noise and vibration;
- Soil and water;
- Biodiversity;
- Waste management;
- Hazards and risk;
- Traffic and transport;
- Visual impact; and
- Heritage.

Each of these matters are addressed under the following headings.

## 7.2. STRATEGIC CONTEXT

Refer to **Section 5.3** above which addressed the proposed development's strategic context.

The proposal aligns with the strategic direction and objectives established for the site and surrounding lands under the WSEA SEPP. The development responds to and aligns with its strategic context and presents a design solution that respects the important role of the site in providing a secure and reliable supply of employment land in the WSEA to meet projected future demand over the next decade.

## 7.3. AIR QUALITY

An Air Quality Assessment Report (AQ) has been prepared by Air Labs Environmental and is attached at **Appendix R**. The AQ considers the potential air quality impacts of the proposed development. To address the SEARs a Level 2 Impact Assessment was undertaken in accordance with the relevant Environment Protection Authority guidelines.

### 7.3.1. Methodology

The AQ involved the following methodology:

- Identification of key pollutants of concern as part of the proposed development and determination of relevant impact assessment criteria;
- Understanding of site-specific meteorology;
- Characterising the geographical setting and surrounding land uses at the site;
- Modelling the estimated pollutant emission rates from the proposed development and predicting incremental impacts at the identified sensitive receptors;
- Considering the cumulative impacts of the following nearby operations along with the proposed development:
  - Emissions from Austral Bricks Plant 3 3 facility;
  - Emissions from CSR Brick Plant; and

  - Estimated background levels from the nearest representative National Environment Protection Measure air quality monitoring stations managed by OEH.

- Modelling using the CALPUFF dispersion model and meteorological modelling using the TAMP and CALMET models.

### 7.3.2. Overview of Impacts

The types and quantities of raw materials anticipated to be at the site are as follows:

- Raw materials:
  - Sand and aggregates, approximately 207,900 tpa; and
  - Cement, approximately 23,100 tpa.
- Product:
  - Expected annual production rate of masonry products, around 220,000 tpa.
- Reject:
  - Reject material, approximately 11,500 tpa.

As part of the proposed development, a natural gas boiler would be installed to heat the air inside the curing chamber. The design of the site would result in any off-gases generated by incomplete combustion being discharged to the atmosphere through a dedicated flue duct.

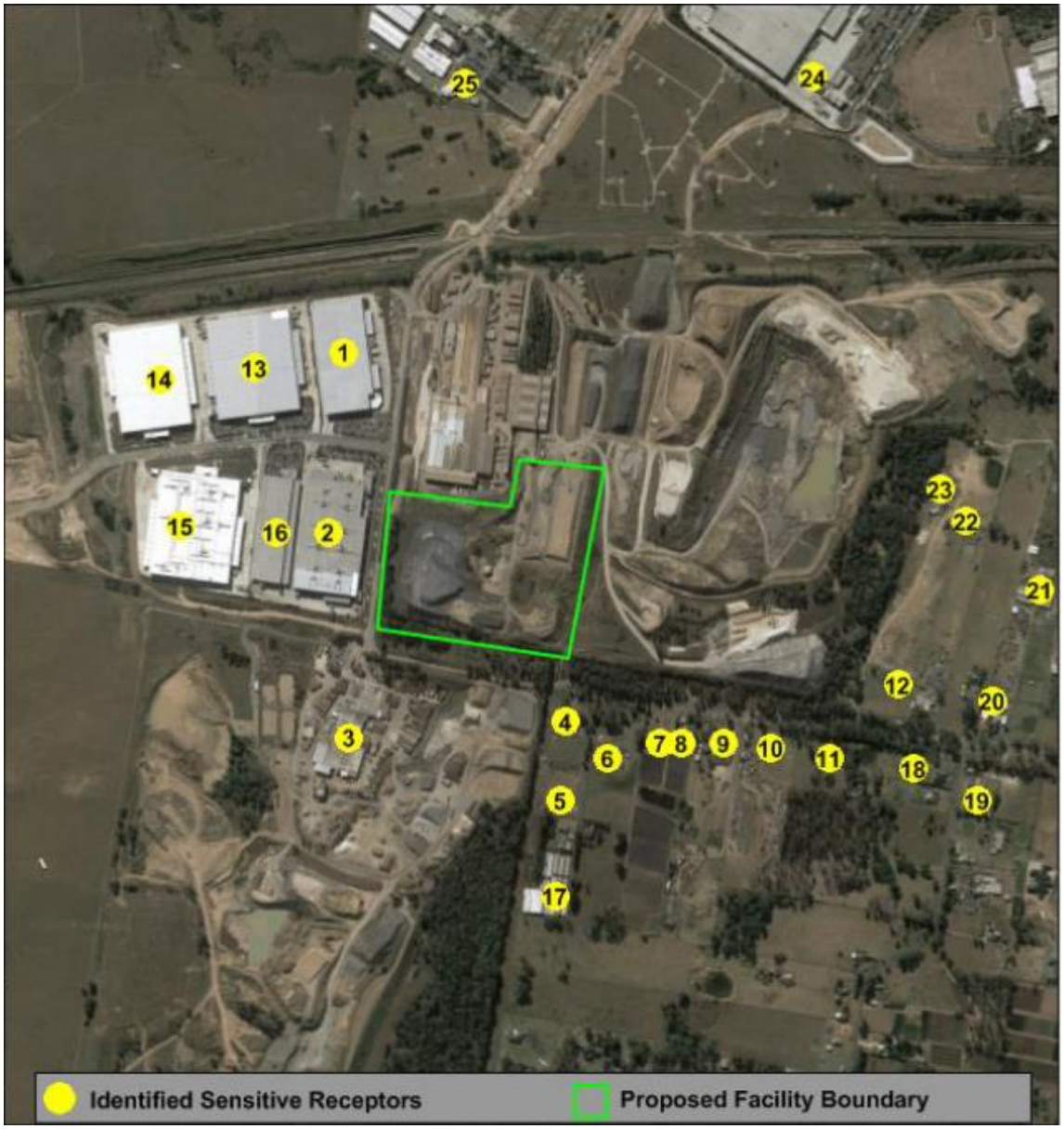
Sources at the site which would have the potential to impact on the surrounding air quality during the operation of the proposed development include:

- Off-gases generated from the natural gas burner used for heating the air inside the curing chamber;
- Fugitive dust emissions generated from the following activities:
  - Unloading raw materials into the drive over bins;
  - Conveying/material transfer of raw, intermediate and product materials;
  - Loading reject material to the crusher unit;
  - Crushing operations;
  - Loading/transfer of crushed material to the drive over bin; and
  - Paved surface vehicle haulage emissions.

It is considered that the haulage of raw and product materials on paved surfaces followed by material transfer via conveyors would be the proposed development's main dust generating activities.

Potential residential and non-residential sensitive receptors identified as part of the Air Quality Impact Assessment are shown in **Figure 15**.

Figure 15 – Sensitive Receptors




*Source: Air Labs Environmental*

Dust emissions are likely to be generated during the construction phase of the proposed development by the following activities:

- Earthwork operations such as excavation and topsoil stripping.
- Handling of spoil and structural fill material.
- Wind erosion from temporary exposed areas and stockpiles.
- Wheel generated dust from haulage on work areas.

However, as these activities will occur only for a limited period of time, compared to the operational phase of the proposal, the potential for the abovementioned activities to adversely impact the local air quality is unlikely and a quantitative assessment was not undertaken for those construction phase emissions.

No significant odour generating sources associated with masonry production are identified. It is likely that during future production process at the site, there may be some slight odours generated which are like wet concrete and cement. However, it is unlikely that these would be considered offensive in nature or have an impact to the local environment. Considering that the potential for odour emissions from the proposed facility is minimal, odour emissions were not quantified as a part of the Air Quality Impact Assessment.

### 7.3.3. Mitigation Measures

The following mitigation measures are recommended for the proposal:

**Construction Phase**

- General:
  - Identify dust-generating activities and inform site personnel about location;
  - Identify adverse weather conditions (dry and high wind blowing from dust source to sensitive receptors) and halt dust.
- Handling of spoil and structural fill material:
  - Minimise drop height for handling equipment.
- Wind generated dust from temporary stockpiles and exposed areas:
  - Apply watering through water trucks or sprinklers as required;
  - Progressive staging of dust generating activities throughout the day to avoid concurrent dust emissions;
  - Minimise exposed area if possible; and
  - Minimise amount of temporary material stockpiled if possible.
- Wheel generated dust during hauling:
  - Restrict vehicle movement to haul routes that are watered regularly;
  - Cleaning of haul roads; and
  - Speed restrictions.

The modelling undertaken for the proposal shows that:

- *the emissions generated by the proposed masonry plant are minimal;*
- *other pollutants such as $SO_2$, $NO_2$ and CO, the maximum predicted incremental concentrations across all sensitive receptors was 0.2% or below their respective assessment criteria;*
- *for individual air toxins predicted impacts for all pollutants were found to be below 0.6% of their respective assessment criteria; and*
- *of all the pollutants assessed for cumulative impacts, the predicted concentrations at all the identified receptors are in compliance with their respective assessment criteria.*

Overall, the Air Quality Impact Assessment concludes that, subject to implementation of the Mitigation Measures identified, the construction and operation of the proposed development would not significantly impact on the surrounding air quality.

## 7.4. NOISE AND VIBRATION

A Noise Impact Assessment (NIA) has been prepared by Benbow Environmental and is provided at **Appendix Q**.

The principal sources of noise generated by the proposed development have been identified to include use of internal plant equipment, external fork lifts, truck movements associated with material delivery and loading and the external crushing operations. The predicted noise from excavation, civil, concreting and building works were also analysed, as were the noise road traffic impacts of the site on nearby receivers.

The potential noise impacts of the construction and operation of the proposed development on nearby receptors was predicted using noise modelling software SoundPlan, and in accordance with the following guidelines:

- *NSW Noise Policy for Industry;*

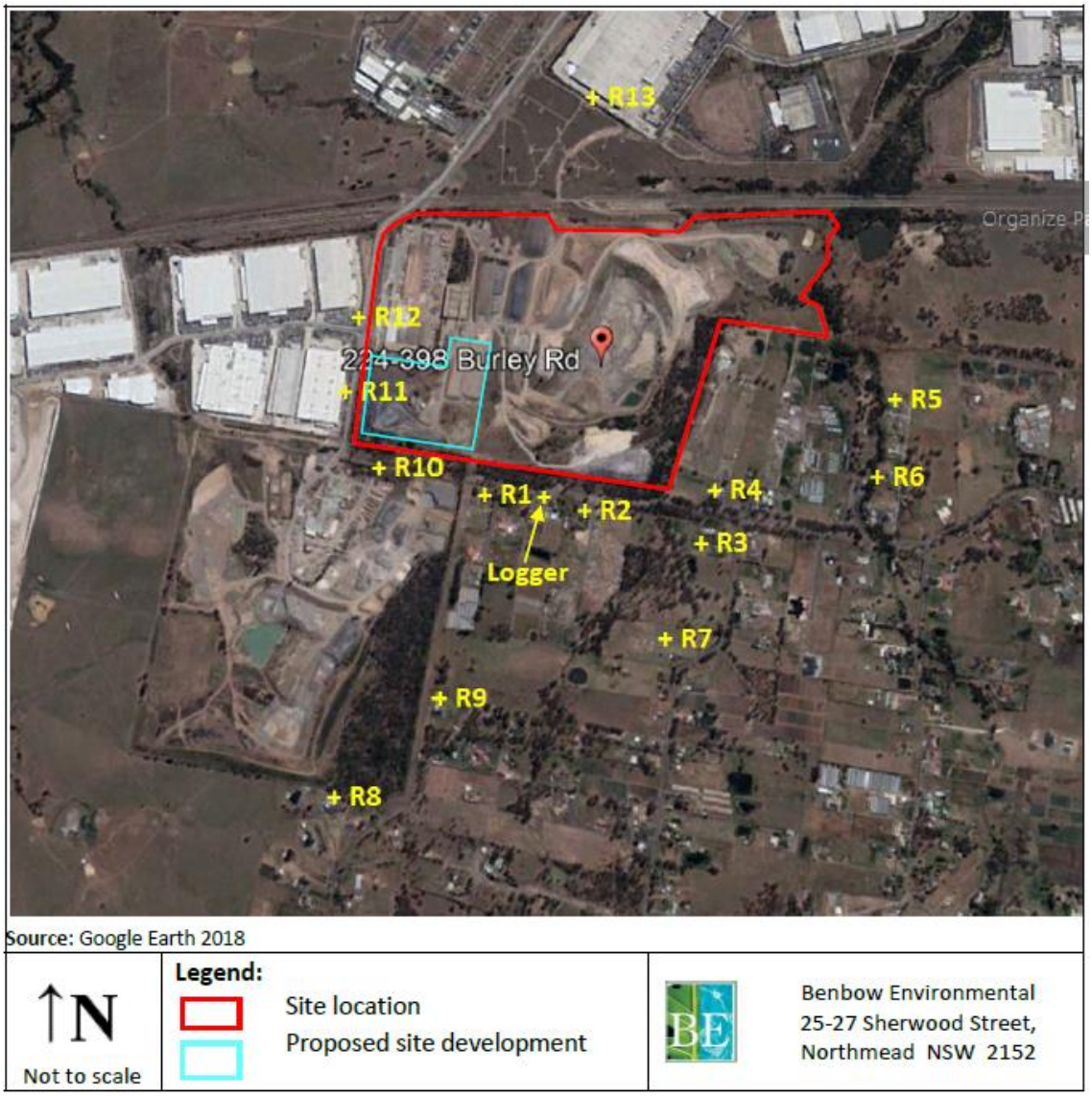
- *Fairfield Citywide Development Control Plan;*
- *NSW Road Noise Policy;* and
- *NSW Interim Construction Noise Guideline.*

An assessment of the existing ambient noise environment surrounding the development site was undertaken and determined that there was a mix of industrial, natural and traffic noise sources that contributed to the background noise of the area. The nearest noise and vibration receivers are:

- Residential premises that lie to the east, south east and south of the OEE;
- Industrial premises within the Oakdale Central Estate to the west of the site; and
- Industrial premises to the north west and north east of the OEE.

**Figure 16** illustrates the sensitive receptors in close proximity to the OEE.

Figure 16 – Sensitive Receptors




*Source: Benbow Environmental*

Background noise level measurements were carried out. This included unattended long-term noise monitoring between 19 October to 30 October 2018 at one location (263-273 Burley Road, Horsley Park). Attended monitoring was also undertaken at this location on 19 October 2018. This data was analysed to determine a single assessment background level for each day, evening and night time period, in accordance

with the *NSW EPA Noise Policy for Industry 2017*. Existing road traffic noise levels were obtained from the unattended environmental noise logger at the measurement location.

The rural category of residential noise amenity criteria was selected from the *NSW Noise Policy for Industry 2017* to best represent the surrounding locality. The noise trigger levels for the proposed development were also established in accordance with the *NSW Noise Policy for Industry 2017*. Old Wallgrove Road was classified as a local road. The sound power levels for the identified noise sources associated with the operation of the proposed development was taken from equipment datasheets, on-site measurements of similar activities as well as from Benbow Environmental's database.

## 7.4.1. Overview of Impacts

**Operational Noise**

To determine the operational noise impacts of the proposed warehouses and masonry plant, Predictive Noise Modelling was carried out using the Concawe algorithm within SoundPLAN. The following noise sources were modelled:

- Heavy vehicle movements including aggregate deliveries, cement deliveries and final product pickup;
- Use of the crushing plant;
- Use of 12 external forklifts;
- Use of external front end loader;
- Use of internal plant; and
- Air conditioning condenser units for warehouse.

Overall, the operation of the proposed development is predicted to comply with the proposed development specific criteria under neutral weather conditions at all sensitive receptors. In addition, sleep disturbance is not predicated at any residential receptors as a result of the proposed development.

In terms of road traffic noise, it was identified that trucks will access the site from Old Wallgrove Road and that there were no residential receptors along Old Wallgrove Road. To calculate the road traffic noise contribution the Calculation of Road Traffic Noise (CoRTN) algorithm within SoundPLAN was utilised as was the traffic movement data taken from the TIA by Ason Group. The following traffic movements were modelled:

- 328 traffic movements in and out of the warehouse are predicted per day (light and heavy vehicles combined);
- 115 truck movements in and out of the masonry plant are predicted per day;
- A total of 220 truck movements per day and 60 per night;
- At the end of Old Wallgrove Road, 90% of vehicle movements are assumed to be northbound towards the Great Western Highway or onto the M7;
- 10% of vehicle movements are assumed to be southwards on Wallgrove Road past the receiver at 763-783 Wallgrove Road; and
- Vehicles are assumed to travel at the posted speeds of 70km/h.

The predicated noise levels associated with the road traffic would be below the daytime criteria of LAeq (15 hour) 60dBA and LAe1 (9 hour) 55 dBA for arterial roads. Given the current volumes along Old Wallgrove Road, the proposal will not increase the cumulative road traffic noise levels during the day or night periods.

**Construction Noise**

The following proposed construction activities have been considered and modelled to determine the noise generated during the construction phase:

- Establishment of site, fencing and compounds;
- Excavation/cut and fill levelling of land;

- Concreting site works;
- Construction of industrial buildings;
- Civil works, proposed road; and
- Asphalting works, proposed road.

The modelling considers a 'worst case scenario' where all equipment runs for 100% of the time over a 15-minute period. It also assumes that all activities are undertaken during standard construction hours. The results of the modelling are shown in **Figure 17** below. The results demonstrate that the predicted noise levels comply with the construction noise criteria (taken from section 4.5 of the Interim Construction Noise Guideline 2009) at all residential receivers during standard construction hours.

Figure 17 – Noise Modelling Results Associated with Construction Activities

| Receiver | PSNL ($L_{eq,15\ minute}$ dB(A)) | Scenario (Standard Hours) ($L_{eq}$, dB(A)) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Standard Hours | 1 | 2[1] | 3 | 4 | 5[1] | 6 | 7 | 8[1] | 9[1] |
| R1 | 45 | 24 ✓ | 39 ✓ | 30 ✓ | 27 ✓ | 39 ✓ | 29 ✓ | 27 ✓ | 36 ✓ | 33 ✓ |
| R2 | 45 | 16 ✓ | 30 ✓ | 20 ✓ | 18 ✓ | 29 ✓ | 20 ✓ | 18 ✓ | 28 ✓ | 25 ✓ |
| R3 | 45 | 25 ✓ | 32 ✓ | 24 ✓ | 23 ✓ | 33 ✓ | 22 ✓ | 22 ✓ | 34 ✓ | 32 ✓ |
| R4 | 45 | 26 ✓ | 36 ✓ | 31 ✓ | 29 ✓ | 35 ✓ | 29 ✓ | 25 ✓ | 35 ✓ | 35 ✓ |
| R5 | 45 | 22 ✓ | 32 ✓ | 24 ✓ | 23 ✓ | 32 ✓ | 24 ✓ | 23 ✓ | 31 ✓ | 30 ✓ |
| R6 | 45 | 22 ✓ | 32 ✓ | 24 ✓ | 23 ✓ | 32 ✓ | 24 ✓ | 23 ✓ | 31 ✓ | 30 ✓ |
| R7 | 45 | 24 ✓ | 31 ✓ | 20 ✓ | 22 ✓ | 33 ✓ | 27 ✓ | 25 ✓ | 33 ✓ | 30 ✓ |
| R8 | 45 | 24 ✓ | 33 ✓ | 25 ✓ | 25 ✓ | 33 ✓ | 26 ✓ | 25 ✓ | 33 ✓ | 32 ✓ |
| R9 | 45 | 16 ✓ | 27 ✓ | 17 ✓ | 16 ✓ | 27 ✓ | 17 ✓ | 17 ✓ | 27 ✓ | 24 ✓ |
| R10 | 75 | 42 ✓ | 53 ✓ | 48 ✓ | 44 ✓ | 52 ✓ | 47 ✓ | 43 ✓ | 54 ✓ | 52 ✓ |
| R11 | 75 | 47 ✓ | 55 ✓ | 48 ✓ | 44 ✓ | 53 ✓ | 48 ✓ | 44 ✓ | 68 ✓ | 62 ✓ |
| R12 | 75 | 40 ✓ | 49 ✓ | 44 ✓ | 41 ✓ | 50 ✓ | 45 ✓ | 41 ✓ | 52 ✓ | 50 ✓ |
| R13 | 75 | 25 ✓ | 35 ✓ | 28 ✓ | 26 ✓ | 35 ✓ | 29 ✓ | 26 ✓ | 34 ✓ | 34 ✓ |

✓Complies × Non-compliance

Note 1: As per section 4.5 of the Interim Construction Noise Guideline (DECC, 2009), a number of activities have proven to be particularly annoying to residents and have therefore had 5 dB added to their predicted levels.

*Source: Benbow Environmental*

**Vibration Impacts**

The NIA identified that construction activities will not utilise equipment that generates significant vibration apart from vibratory rollers. Vibratory rollers have the potential to be operated within 20m of humans and within the recommended safe working distances of structures as adopted in the criteria of the TfNSW Construction Noise and Vibration Guideline. It is noted that there are no heritage buildings located on the site or in the vicinity of the proposed construction activities.

The use of the vibratory roller is likely to generate vibration that will cause human annoyance rather than structural damage to buildings, and therefore will have no adverse impact on the nearby potential sensitive receptors.

## 7.4.2. Mitigation Measures

The following mitigation measures were recommended in order to mitigate noise and vibration levels for all surrounding receptors:

- Replacement of beeping reversing alarms on all vehicles which are regularly used on site (the forklift and front-end loader) with reversing lights or a white noise reversing alarm (squawker);
- Prohibition of extended periods of on-site revving/idling;
- Minimisation of the use of truck exhaust brakes on site;
- Enforcement of low on-site speed limits;
- Signs to encourage quiet operations during the night period;
- On-site mobile equipment to be maintained in accordance with a preventative maintenance program to ensure optimum performance and early detection of wearing or noisy components;
- Construction activities are proposed to take place during standard construction hours:
    - Monday to Friday: 7am to 5pm

- Saturday: 8am to 1pm
- Sunday & Public Holidays: no works permitted

Should construction works take place during the recommended hours no additional mitigation measures are required.

- Vibratory rollers are used at least 20m from neighbouring buildings for a 13-18T roller, otherwise utilise safe working distances as detailed below:
    - 2-4T: 6m
    - 4-6T: 12m
    - 7-13T: 15m

# 7.5. SOILS AND WATER

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

On site stormwater infrastructure will be connected to Estate wide infrastructure. The proposed-on site stormwater management system has been designed to meet the requirements of Fairfield Council's engineering works and WSUD guidelines and relevant NOW guidelines.

## 7.5.1. Description of soils, topography, drainage and landscapes

The geotechnical investigation (**Appendix N**) prepared by Douglas and Partners was commissioned for the subject site. The report is based on regional mapping, walkover inspection, testing and desktop research, the results of this identified the following:

- No acid sulphate soils present on the site;
- Mapping indications a moderate salinity potential for most of the site and high salinity potential along Reedy Creek (to the east of the OEE);
- The site is primarily undertain by the Blacktown soil landscape and alluvial South Creek soil landscape following along Reedy Creek. There is also an extensive area of 'disturbed terrain' due to the extensive quarrying and stockpiling occurring within the site;
- The landscape is highly modified due to both rural and urban development. The South Creek soil landscape is categorised as an active alluvial area with fluvial erosion and deposition;
- The site is undertain by Bringelly Shale of the Wianamatta Group. Bringelly Shale is comprised of shales, siltstones and claystones.
- Topsoil (clayey silt and silty clay) typically less than 0.3m thick (where present); over
- Variable thicknesses of 1-3m of stiff to hard silty clays across the majority of the site; over
- Highly to slightly weathered, very low to low (and higher) strength shale, siltstone and sandstone, with interbedded siltstone and sandstone at depth.

## 7.5.2. Sediment and Erosion Controls

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

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

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

All possible sources of pollution including all activities and aspects of the work that have the potential to lead to erosion, sediment transport, siltation and contamination of natural waters have been identified within the

report. Also identified within the report are the potential impacts on the riparian environment from the erosion of distributed areas or stockpiles and sediment transportation.

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

The recommended erosion and sediment control methods include the requirements for inspection and maintenance which is to be carried out whilst either earthworks or quarrying are being conducted on site. It is specifically noted that the Contractor's site superintendent will inspect the site after every rainfall event and at least weekly.

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

### 7.5.3. Surface and Groundwater Impacts

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

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

The Geotechnical Investigation undertaken by Douglas Partners (**Appendix N**) for the entire OEE identified that based on the deep open quarry located within the estate the regional groundwater table is expected to be at about 30-50m depth (subject to surface levels). There was evidence of seepage occurring on some of the mid-slopes of the quarry faces, and the possibility of natural springs. The natural springs indicate that the flow of seepage through the site soil has been interrupted by a barrier of low permeability, causing the water to flow out of the ground surface instead of through the soil.

The field investigation did not encounter any significant subsurface seepage flows and it is considered that such flows are likely to be intermittent and of a relatively minor concern.

### 7.5.4. Flooding Impacts

A Flood Impact Assessment was prepared by BMT and included at **Appendix G.** The assessment concluded that the site is not located in an area of high hazard, and the proposed development did not have any adverse impacts on adjoining proposers from a flood perspective.

In addition, the report concluded that:

- Although not shown on the Reedy Creek Flood Planning Map, the proposed development site is not located in an any of the identified flood precincts (based on the original mapping undertaken as part of BMT WBM (2013)).
- There is no specific flood risk management plan for Reedy Creek, therefore Schedule 6 of Chapter 11 would apply (noting that the Site is not located in an identified flood risk precinct).

### 7.5.5. Mitigation Measures

As detailed within the Erosion and Sediment controls within the AT&L report the following construction methodology is recommended to minimise the potential impacts from sedimentation during construction.

- Diversion of "clean" water away from the disturbed areas and discharge via suitable scour protection.
- Provision of hay bale type flow diverters to catch drainage and divert to "clean" water drains.
- Diversion of sediment-laden water into temporary sediment control basins to capture the design storm volume and undertake flocculation (if required).
- Provision of construction traffic shaker grids and wash-down to prevent vehicles carrying soils beyond the site.
- Provision of catch drains to carry sediment-laden water to sediment basins.
- Provision of silt fences to filter and retain sediments at source.

- Where future construction and building works are not proposed, the rapid stabilisation of disturbed and exposed ground surfaces with hydro-seeding.
- All temporary sediment basins will be located clear of the 100yr ARI flood extent from Reedy Creek and all associated tributaries.
- The weir levels of temporary sediment basins will be located above the 100yr ARI flood event levels from Reedy Creek and tributaries; and
- On-Site Detention basins are to be utilised as temporary sediment control basins. The bio-retention basins shall not be converted into the final/ultimate basins until all building and construction works within the relevant stage has been completed and 90% of the site is stabilised.

In addition to the above the following recommendations are provided to mitigate the potential erosion and sediment impacts from proposed earthworks undertaken immediately prior to rainfall periods. The Contractor's site superintendent will inspect the site after every rainfall event and at least once every week. This inspection will include the following.

- Inspect and assess the effectiveness of the SWMP and identify any inadequacies that may arise during normal work activities or from a revised construction methodology. Construct additional erosion and sediment control works as necessary to ensure the desired protection is given to downstream lands and waterways.
- Construct additional erosion and sediment control works as necessary to ensure the desired protection is given to downstream lands and waterways;
- Ensure that drains operate properly and to undertake any repairs when required.
- Remove spilled sand or other materials from hazard areas, including lands closer than 5 metres from areas of likely concentrated or high velocity flows especially waterways and paved areas.
- Remove trapped sediment whenever less than design capacity remains within the structure.
- Ensure rehabilitated lands have affectively reduced the erosion hazard and to initiate upgrading or repair as appropriate.
- Maintain erosion and sediment control measures in a fully functioning condition until all construction activity is completed and the site has been rehabilitated.
- Remove temporary soil conservation structures as the last activity in the rehabilitation.
- Clean out accumulated sediment when it reaches the marker board/post and restore the original volume. Place sediment in a disposal area or, if appropriate, mix with dry soil on the site.
- Do not dispose of sediment in a manner that will create an erosion or pollution hazard.
- Check all visible pipe connections for leaks, and repair as necessary.
- Check all embankments for excessive settlement, slumping of the slopes or piping between the conduit and the embankment, make all necessary repairs.
- Remove the trash and other debris from the basin and riser.
- Submerged inflow pipes must be inspected and de-silted (as required) after each inflow event.

# 7.6. BIODIVERSITY

## 7.6.1. Overview of Potential Impacts

The OEE and the surrounding areas have been largely cleared of native vegetation with approximately 90% of the vegetated cover on the site and area within a 1,500m buffer cleared. The remaining 10% vegetated cover within the buffer (includes the site) is limited to small remnant patches and patches connected by the creek system.

The condition of vegetation across the OEE is degraded due to historical land clearing, agricultural use and quarry operations. Remnant native vegetation is concentrated around the riparian zone of Reedy Creek to

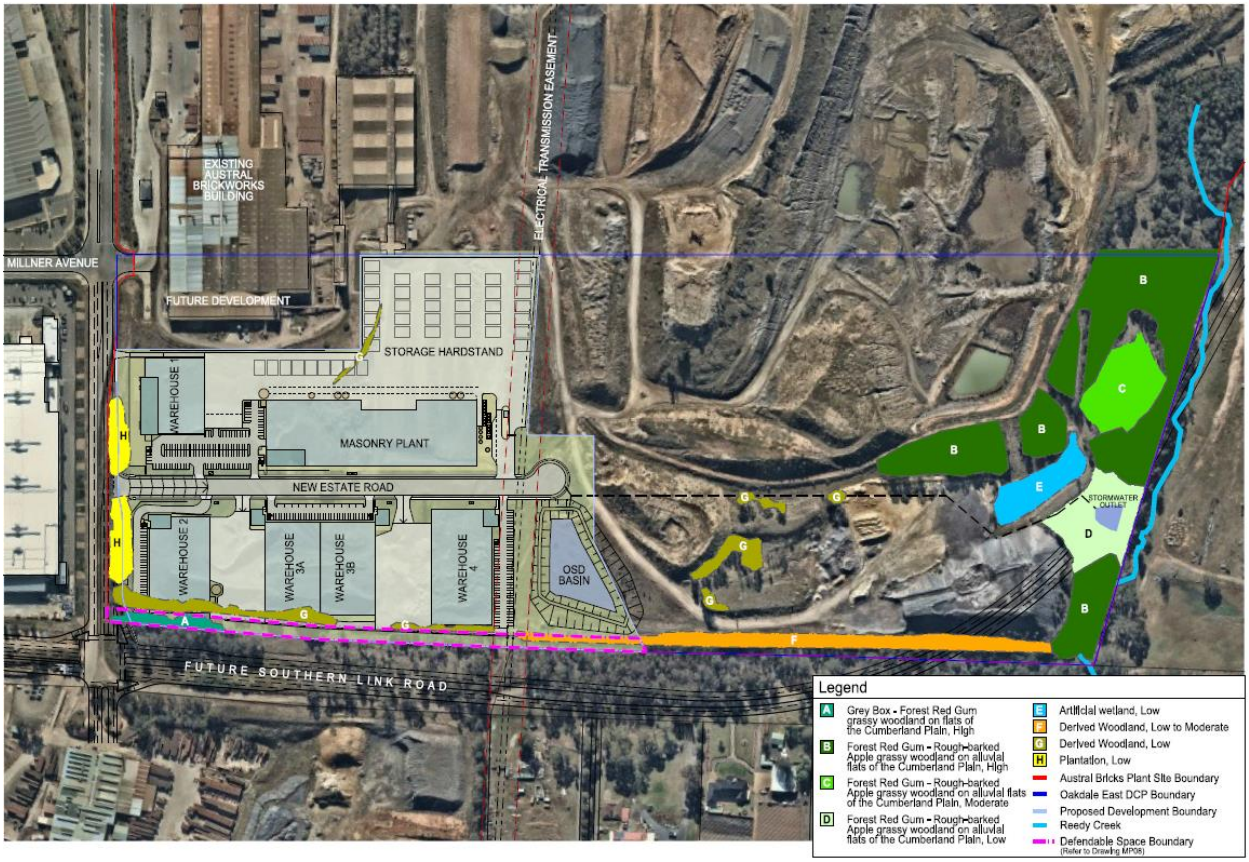
the east of the site. Due to lack of fencing and persistent grazing there is no remaining native shrubs or ground cover.

Some of the remnant native vegetation on the site has been assessed as being associated with two Threatened Ecological Communities (TECs) listed under the TSC Act and one Critically Endangered Ecological Community (CEEC) listed under the EPBC Act. These are considered in **Table 20**, the extent of the TSC Act and EPBC Act listed communities is shown in **Figure 18.**

Table 20 – Threatened and Endangered Ecological Communities at OEE

| PCT | Corresponding TEC (TSC Act) | Corresponding CEEC (EPBC Act) |
|---|---|---|
| PCT 835 Forest Red Gum - Rough-barked Apple grassy woodland on alluvial flats of the Cumberland Plain, Sydney Basin | River-Flat Eucalypt Forest on Coastal Floodplains of the New South Wales North Coast, Sydney Basin and South East Corner Bioregions (Endangered) | N/A |
| PCT 849 Grey Box - Forest Red Gum grassy woodland on shale of the southern Cumberland Plain, Sydney Basin Bioregion | Cumberland Plain Woodland in the Sydney Basin Bioregion (Critically Endangered) (0.1 ha) | Cumberland Plain Shale Woodland and Shale-Gravel Transition Forest |

Figure 18 – Vegetation Communities




*Source: Ecologique*

As the proposed development involves clearing of vegetation, entry in the Biodiversity Offsets Scheme is automatically triggered. The report identifies the following impacts:

- A total of 0.1 ha of PCT 849 would be cleared by the proposal.

- A further 0.64 ha derived woodland, and 9 ha of exotic grassland and existing plant (quarries, buildings, roads) would also be cleared.
- PCT 849 is a critically endangered ecological community in NSW and nationally and is listed as an identified serious and irreversible impact, which requires additional impact assessment provisions in accordance with Section 10.2 of the BioBanking Assessment Methodology (BAM).
- PCT 849 within the study area does not meet the threshold requirements of the nationally endangered Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest ecological community. Therefore, a referral under the EP & BC Act 1999 is not required.
- Due to the relatively small area and degraded condition of PCT 849, the proposal is considered not to cause a serious and irreversible impact on this community.
- Derived woodland predominantly comprises trees planted for the purpose of stabilising steeply sloping man made berms and providing aesthetic screening, and with temporary intent (i.e. as quarries are depleted they are decommissioned, which involves the removal of man-made embankments on which plantings have been undertaken).
- Despite the planted origin of this vegetation, it must be allocated to a PCT for assessment under the Biodiversity Offset Scheme and in accordance with the BioNet Vegetation Classification

The impacts associated with the proposal, including the clearing of native vegetation, have been situated to avoid impacts to better condition, more intact and more connected areas of native vegetation identified in the Oakdale East DCP. Therefore, no prescribed biodiversity impacts are anticipated from the proposed development.

### 7.6.2. Mitigation and Management

The approach to mitigation and management of flora and fauna impacts for the OEE development comprises the following:

- Preparation of a Fauna and Flora Management Plan (FFMP), which would be a subplan to the CEMP. The FFMT is to ensure implementation of all avoidance, minimisation and mitigation measures relative to the protection of native flora and fauna. Key actions of the FFMP include:
  - A suitably qualified ecologist will carry out pre-clearing surveys of the proposal area to be cleared;
  - During clearing operations that involve the clearing of habitat (if found during pre-clearing surveys) the ecologist is to be present to supervise the operations and ensure that any fauna are rescued and relocated in accordance with a fauna rescue and release procedure that is to be detailed within the FFMP;
  - The proposal shall not clear more than 0.74 ha vegetation;
  - Minimise injury/mortality to all fauna;
  - Minimise all erosion and sedimentation during clearing operations;
  - Minimise clearing for ancillary facilities. e.g. stockpile areas, site compounds shall be providing for within existing cleared areas;
  - No impact on fauna habitats outside of approved work zone; and
  - New weeds and pathogens are not introduced to the site. Protocols for weed management and pathogen mitigation (e.g. hygiene procedures) will be specified in the FFMP.
- Offsets – Areas of native vegetation to be retained on the site in perpetuity in accordance with the NSW Biodiversity Offsets Scheme. Ten ecosystem credits are required to offset the proposed clearing of native vegetation using the BAM calculator. Eight of the ten ecosystem credits are required to offset the derived (planted) woodland.

## 7.7. SUSTAINABILITY

Full details of the energy efficiency and greenhouse gas assessment, findings and conclusion can be found in the Sustainability Management Plan (SMP) provided at **Appendix T.** It provides an overview of the

Ecologically Sustainable Development (ESD) principles and sustainability initiatives to be incorporated within the proposed development to reduce energy consumption and improve water usage.

### 7.7.1. Energy Efficiency

It has been assessed that by compliance with the provisions of Section J of the Building Code of Australia, the proposed development is able to achieve a minimum of 30% energy reduction. This will be achieved through the implementation of the following energy efficiency and ESD measures for the proposed warehouses, offices and masonry plant:

- Daylight controlled 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 warehouses, masonry plant and offices.
- High efficiency glazing and shading for the offices.
- High efficient air conditioning system for the offices.
- Good levels of day lighting (including warehouse windows along all sides and doors) will reduce the amount of artificial lighting required during the day.
- Heat-reflective semi-translucent roller blinds on all windows will reduce solar heat load to the building.
- Lighting zoning will offer flexibility for light switching in zones.
- All lighting system is to be programmable and incorporate timeclock, photo electric (PE) daylight sensors and motion sensors in the warehouses and masonry plant.
- All lighting system is to be programmable and incorporate timeclock, and motion sensors in the offices and amenities.
- Energy efficient floodlights will be utilised for lighting of external perimeter of building.
- Awnings over windows will reduce the solar heat load to the building therefore decreasing the cooling load requirements from the air conditioning system.
- Air-conditioning control zoning provided where necessary to cater for varying occupancy rates, orientation to solar loads etc. Also, time clock provided with provision for after hour override.
- Achieving high insulating values of external development fabrics (in compliance with NCC requirements) will allow for lower energy demand on the air-conditioning system.
- Door seals for recessed loading docks and doors and airlock for reception areas will help to maintain a comfortable indoor air environment and lower energy demand on the air-conditioning system.
- Hot water systems implemented in staff amenities, including toilets, lunchrooms and cleaners room to be connected to a solar hot water system.
- A Building Users' Guide is to be prepared and implemented. These measures will help to monitor the energy consumption of the building.
- Electrical sub-metering to all metered loads will facilitate ongoing management of energy consumption.

The following additional measures are recommended for the proposed masonry plant to reduce operational energy consumption:

- Energy Efficient Burner.
- Variable speed air compressors to significantly reduce electricity consumption.
- Plant management system.

### 7.7.2. Water Usage

Opportunities for water reuse have been considered in the design of the proposal and volumes available for capture and reuse have been estimated for the proposed development. It is estimated that up to 34% of predicted water demand for the OEE could be met by the implementing the following water saving measures:

- Use of a 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.
- Installation of 4 star rated (WELS) water taps, urinals, toilets and dishwashers.

In addition to the above, the SMP details the following commitments in relation to operational monitoring reporting.

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

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

## 7.8. WASTE MANAGEMENT

Full details of construction and demolition waste management can be found in the Waste Management Plan (WMP) prepared by Land & Ground Consulting and provided at **Appendix V.**

The proposed development does not anticipate any extensive demolition, remediation, estate infrastructure and estate landscaping works. The only waste generation considered significant will occur during the following construction stages:

- Bulk and detailed earthworks to create building pads;
- Construction of masonry plant structures, warehouses and related amenities across the site; and
- Construction of lead-in services including electricity, gas, sewer and potable water.

The specific objectives of the WMP are as follows:

- To document the procedures that will be undertaken to manage the wastes generated as part of the development works;
- To provide details of the quantities and classification of waste and wastewater (if any) to be generated onsite;

- To provide details on waste storage, handling and disposal (including the location of waste storage and management facilities); and
- To provide details of the measures that would be implemented to ensure that the development is consistent with the aims, objectives and guidance in the *NSW Waste Avoidance and Resource Recovery Strategy 2014-2021*.

In terms of construction waste, a review of other similar sized facilities in the local area was undertaken to provide an estimate of waste generated by the proposed development. It is estimated that the total construction waste generated for the proposed development is estimated at 1,540m$^3$.

### 7.8.1. Operational Waste

Proposed operations at the OEE are estimated to generate the following broad waste streams:

Table 21 – Proposed Development Expected Weekly Operational Wastes

| Waste Stream | Waste (tonnes) | Conversion Factor | Total Waste (m$^3$) |
|---|---|---|---|
| Garbage Waste | 8 | 0.15 | 53 |
| Cardboard | 4 | 0.13 | 31 |
| Paper | 4 | 0.1 | 40 |
| Plastic | 8 | 0.156 | 51 |
| Pallets | 60 | 0.156 | 36 |
| Total | 84 | - | 560 |

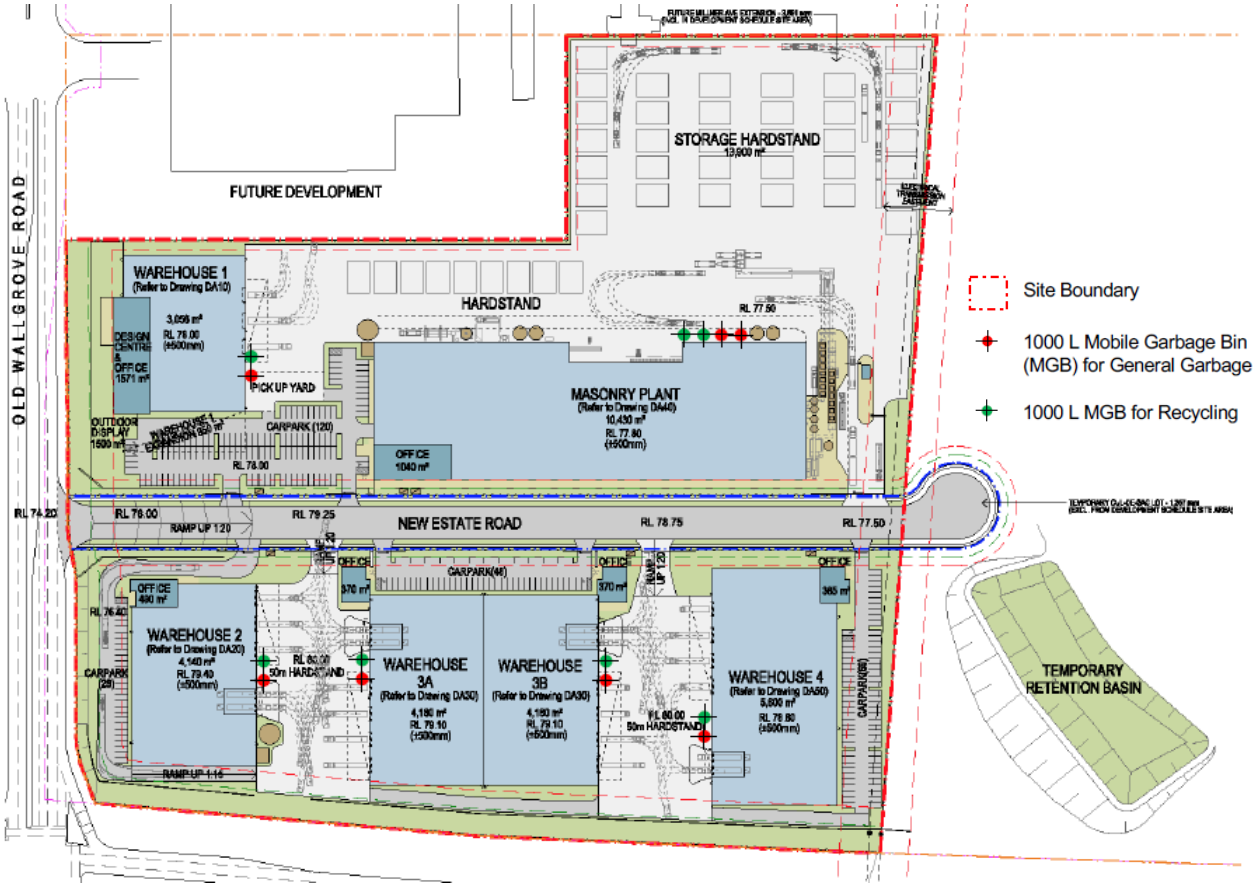
Total operational waste for the proposed development is estimated to be 560m$^3$ of waste per week, as demonstrated in **Table 21** above.

### 7.8.2. Waste Storage Locations

It is proposed to locate recycling bins, garbage skips and cardboard and plastic bags within specific waste storage locations within Loading Dock Areas. These locations are depicted in **Figure 19** and indicate that sufficient space is required to enable access and clearance for collection vehicles, whilst also not interfering with operational truck movements.

All waste storage locations will be provided with waste bins and receptacles which have a volume of 1,000 Litres. It is proposed that a total of 14 bins will be provided within the OEE (7 x general garbage and 7 x recycling).

Figure 19 – Waste Storage Locations




*Source: LG Consult*

## 7.8.3. Mitigation Measures

The following management measures would be employed to mitigate the potential impacts of waste generation from the construction of the proposed development:

- Applying practical building designs and construction techniques;
- Implementation of appropriate sorting and segregation of demolition and construction wastes to ensure efficient recycling of wastes;
- Selecting construction materials that based on their long lifespan and potential for reuse;
- Ordering materials to size or that are pre-cut or prefabricated materials;
- Reuse of formwork (where possible);
- Planned work staging;
- Reducing packaging waste on-site by returning packaging to suppliers where possible, purchasing in bulk, requesting cardboard or metal drums rather than plastics, requesting metal straps rather than shrink wrap and using returnable packaging such as pallets and reels;
- Careful on-site storage and source separation;
- Subcontractors informed of site waste management procedures; and
- Coordination and sequencing of various trades.

The following measures are recommended to be employed to mitigate the potential impacts of waste generation from the operation of the proposed development:

- Provision of take back services to clients to reduce waste further along the supply chain;

- Re-work/re-packaging of products prior to local distribution to reduce waste arising;
- Review of packaging design to reduce waste but maintain 'fit for purpose';
- Investigating leased office equipment and machinery rather than purchase and disposal;
- Establish systems with in-house and with supply chain stakeholders to transport products in re-useable packaging where possible;
- Development of 'buy recycled' purchasing policy;
- Flatten or bale cardboard to reduce number of bin lifts required; and
- Providing recycling collections within each of the offices and tearooms (e.g. plastics, cans and glass).

With these management measures in place, any waste impacts resulting from either the construction or operation of the proposed development can be mitigated to an appropriate level of impact.

## 7.9. HAZARDS AND RISKS

A review of the quantities of dangerous goods proposed to be stored at the site as part of the proposal against *Hazardous and Offensive Development Application Guidelines Applying SEPP 33* was undertaken by Riskcon. This found that the SEPP 33 threshold quantities for dangerous goods to be stored and transported at the site would not be exceeded. As such, SEPP 33 does not apply to the proposed development, and no further assessment against SEPP 33 is considered warranted. Refer to **Section 5.4.7** and **Appendix U** for further details.

## 7.10. BUSHFIRE

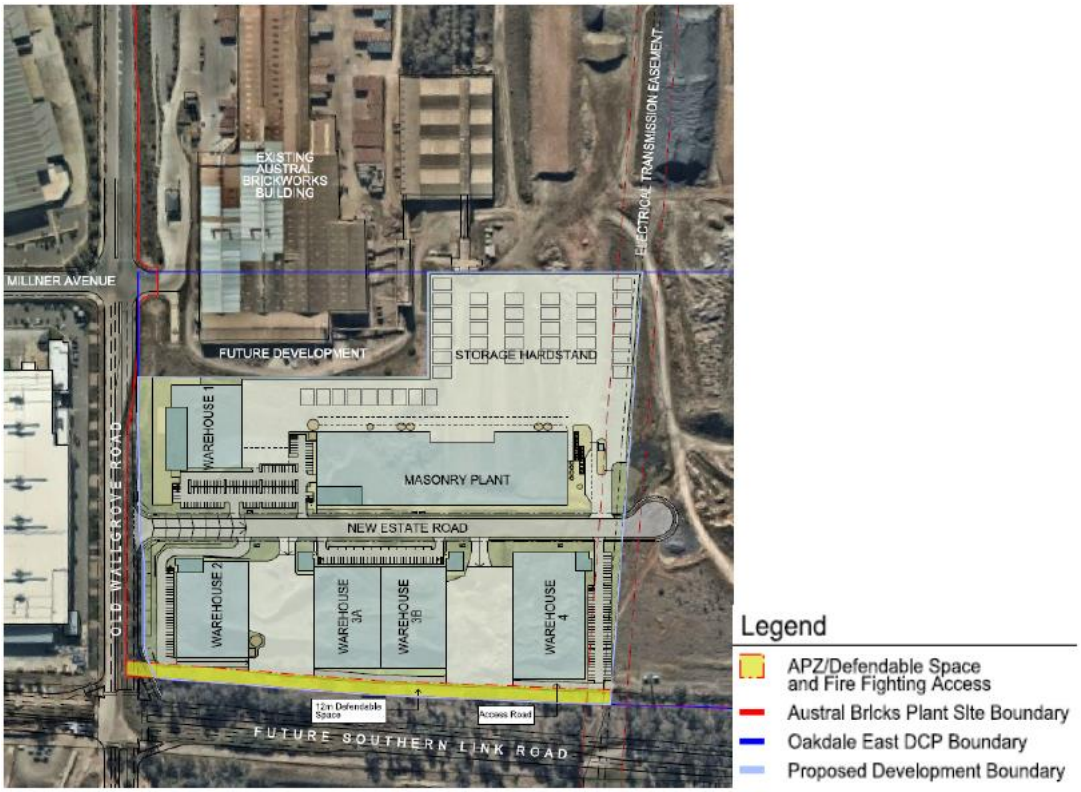
A Bushfire Protection Assessment prepared by Australian Bushfire Protection Planners (**Appendix J**) provides advice on bushfire protection measures required for the construction of the proposed development. The report addresses the recommendation of the NSW Rural Fire Service's advice to the DPE and specifically addresses the following:

- Provision of building setbacks (defendable space);
- Water supply for firefighting purposes;
- Access requirements for visitors, staff and emergency service vehicles;
- Evacuation management; and
- Construction standards to be implemented to minimise vulnerability of future buildings.

The Fairfield Bushfire Prone Land Map identifies that vegetation within the eastern portion of the OEE and areas long the Burley Road corridor are considered bushfire prone.

The Bushfire Protection Assessment identified the minimum defendable space to all future buildings on various sites throughout OEE. The diagram showing the extent of these defendable space requirements along the site boundaries is shown at Figure 17.

Figure 20 – Minimum Defendable Space Widths to Future Buildings




*Source: Australian Bushfire Protection Planners*

The bushfire assessment has determined that the Estate layout, as proposed, provides a combination of defendable spaces (separation of the buildings from the bushfire hazard) and construction standards for the future buildings which, in combination, reduce the potential bushfire risk to the occupants, visitors and fire-fighters. The report has also found that the Estate layout, as proposed, provides satisfactory access for fire-fighting operations.

### 7.10.1. Mitigation Measures

The report identifies that the following measures should be implemented to mitigate potential bushfire threat to persons, property and the environment:

- The provision of defendable spaces (Asset Protection Zones) such as defendable space widths of 12 metres to the south;
- Implementation of construction measures to buildings such as exposed building elevations to be constructed to comply with BAL 40 construction standards and non-exposed elevations constructed to comply with BAL 29 construction standards;
- Provision of perimeter access for heavy rigid and articulated vehicles to the buildings;
- Access to water supply for firefighting operations;
- Implementation of protocols for bushfire emergencies;
- Management of defendable space in accordance with *Planning for Bushfire Protection 2006* and *Standards for Asset Protection Zones*, including maintenance and clearing of landscaped areas*;*

The report concludes that the proposed development satisfies the aim and objectives of *Planning for Bushfire Protection 2006.*

## 7.11. BUILDING CODE OF AUSTRALIA

Full details of the Building Code of Australia (BCA) assessment can be found in the BCA Assessment Report prepared by Blackett Maguire Goldsmith provided at **Appendix S.** The report includes a preliminary review of the proposed development against the deemed-to-satisfy (DTS) provisions of the Building Code of

Australia 2016 (BCA) pursuant to the provisions of clause 145 of the *Environmental Planning & Assessment Regulation 2000* and clause 18 of the *Building Professionals Regulation 2007.*

The aim of the BCA report is to:

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

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

## 7.12. FIRE SAFETY

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

The report:

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

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

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

## 7.13. TRAFFIC AND TRANSPORT

Full details of the traffic and parking assessment for the OEE can be found the Transport Assessment Report prepared by ASON Group provided at **Appendix L.** The report outlines the following considerations:

- Addresses the SEARs requirements
- Describes the existing local traffic and transports conditions
- Describes the parking requirements for the proposed development and assesses the proposed parking provision
- Assesses the traffic impacts of the development, including the projected trip generation and forecasted network performance
- Reviews the design of the internal access driveways, parking and services areas.

## 7.13.1. Existing Conditions

**Road Network**

The existing proposed road network surrounding the OEE includes the following key elements:

- M7 Motorway – a major arterial road and a key part of Sydney's 'orbital' network. It provides a key north-south link, to the east of OEE, between the M2 motorway in the north and the M5 motorway to the south. A major interchange between the M7 motorway and M4 Western motorway is located 2.5 km north of OEE, which connects the Sydney CBD and western Sydney suburbs. The motorway carries four trafficable lanes within a divided carriageway and is generally subject to a 100 km/h speed limit (within proximity of OEE). It carries approximately 70,000 vehicles per day(vpd).
- Wallgrove Road – a classified road (MR 515) that runs in a north-south direction to the east of the site, parallel with the M7 Motorway. Wallgrove Road is an arterial road that runs in a north-south direction to the east of OEE and parallel to the M7 motorway. The two-lane, two-way road provides a link between Elizabeth Drive in the south and the Great Western Highway in the north. Similar to the M7 motorway, Wallgrove Road connects to the M4 motorway approximately 2.5 kilometres to the north west of OEE. The posted speed limit on the road within proximity of the site is 70 km/h and the road carries approximately 30,000 vpd.
- Lenore Drive is a recently upgraded sub-arterial route providing an east-west connection linking OWR to the east and Mamre Road to the west. It provides for four lanes along a divided carriageway with a shared path along the northern side of the road.
- Old Wallgrove Road (OWR) – OWR generally runs north-south in the vicinity of the site before turning to provide an east-west connection to Wallgrove Road. It forms part of a RMS Main Road (MR 629) route between Lenore Drive and Wallgrove Road. To the south of Lenore Drive, it functions as a local collector road. The section of OWR to the east of Lenore Drive has recently been upgraded to provide a sub-arterial link to an interchange with the M7, through the M7 Business Hub and the intersection of Roberts Road.

A number of planned roads are also located in the vicinity of the OEE, forming part of the WSEA road network. Key planned roads relevant to the OEE include:

- Southern Link Road - The Southern Link Road (SLR) network will provide the additional road infrastructure to accommodate travel demand generated by employment areas within the South of Warragamba Pipeline area. The indicative route alignment for the proposed road network was initially identified in the SEPP (WSEA) 2009 and has since been refined. The SLR is not proposed as part of this application. Key components of the SLR include:
  - A new sub-regional east-west connection, generally running parallel to Lenore Drive between Wallgrove Road to the east and Mamre Road to the west.
  - A connection to Old Wallgrove Road and then to a future North-South Link Road connection to Archbold Road at Lenore Road. The proposed Archbold Road extension would connect the M4 to Lenore Drive, with a new interchange of M4 Western Motorway and Archbold Road;
  - A connection to a future additional (Western) North-South Link Road between Lenore Drive and the SLR.

The proposed development does not rely on the SLR for access and it is understood that the t planning and development of the SLR is an ongoing process, subject to further refinement.

**Public Transport**

The OEE is not currently serviced by public transport services. Improvements to public transport connectivity within the WSEA are expected to occur as development progresses and new infrastructure is delivered into the future. Future public transport services to the OEE are likely to be provided along Lenore Drive and OWR.

**Cycling**

Lenore Drive has specifically been designed to provide appropriate cycle infrastructure, linking to the east (to the M7 Motorway cycleway) and the west (to the existing Mamre Road cycle path, itself expected to play a key connector role in the broader framework of cycleways in the sub-region).

The upgraded Old Wallgrove Road and planned Western North-South Link Road both include a 2.5 metre shared path for both pedestrians and cyclists. This infrastructure will provide essential links to encourage the uptake of alternative transport modes from private vehicles.

End of trip facilities such as bicycle storage, lockers and shower facilities are also included in the OEE development to encourage the use of existing cycle network, reducing the reliance of employees on private vehicle travel for the journey to work.

## 7.13.2. Parking and Circulation

265 car parking spaces will be provided within the proposed development. The number of spaces provided is in accordance with and exceeds the minimum requirement of the OEE DCP. The OEE DCP minimum car parking rates have been developed with reference to the RMS Guide, RMS Guide Update and Ason Group's review of eight comparable industrial developments. The survey comparing the similar developments follows the same methodology used to establish the RMS rate of (1 space per 300 sqm). It is also noted that the parking rates proposed also consistent with the surrounding approved Oakdale Industrial Estate Precincts. The minimum car parking rates are as follows:

Table 22 – OEE DCP Minimum Car Parking Rates

| Land Use | Minimum Parking Rate |
|---|---|
| Warehouse | 1 space per 300 sqm GFA |
| Masonry Plant | Based on a First Principles Assessment |
| Ancillary Office | 1 space per 40 sqm GFA |

Ason Group's survey of eight comparable industrial developments was undertaken to establish an appropriate parking fate for operational developments within the WSEA. The results of the review are as shown in **Figure 21**, and demonstrate that a range of between 1 space per 153 sqm and 1 space per 817 sqm with a mean and standard deviation of 1 space per 403 sqm and 1 space per 241 sqm respectively. Accordingly, based on the methodology adopted in the RMS Guideline, the "middle range" car parking rate based on the surveys would be in the order of 1 space per 350 sqm.

Figure 21 – Effective Parking Rates for Surveyed Developments

| Site Address | Car Parking Provided | Total GFA ($m^2$) | Maximum Parking Demand | Effective Parking Rate (1 space per $Xm^2$) |
|---|---|---|---|---|
| Bunning's – 8 Interchange Dr | 140 | 55,550 | 68 | 817 |
| Toll – Lot 11 Wonderland Dr | 137 | 27,440 | 47 | 584 |
| Ingram Micro – 23 Wonderland Dr | 300 | 36,610 | 183 | 200 |
| DHL – Milner Avenue | 115 | 20,170 | 109 | 185 |
| Kimberly Clarke – 35 Sarah Andrews Cl | 100 | 45,210 | 78 | 580 |
| Linfox – 25 Sarah Andrews Cl | 217 | 51,200 | 116 | 441 |
| Ubeeco – 28 Sarah Andrews Cl | 150 | 10,865 | 71 | 153 |
| Woolworths – 29 Sarah Andrews Cl | 280 | 52,705 | 197 | 268 |
| **Total Average Rate** | | | | **403** |

*Source: Ason Group*

It is evident that the proposed parking rates are consistent with those established by the RMS guide, and suggest that further reductions to car parking rates is justifiable. It is considered that these minimum rates are therefore appropriate and sustainable as they are consistent with the RMS Guidelines. These proposed rates reflect modern industrial development and enable future flexibility whilst also accommodate the current and future parking requirements of tenants.

**Masonry Plant Parking**

It is understood that the proposed masonry plant will have low staff number on site and will have little demand for visitor parking. For these reasons a First Principles Assessment has been undertaken to account for the actual parking demands of this element of the proposed development.

The key factor for parking demand is staff numbers. Brickworks (owner and operator) of the masonry plant have confirmed that there will be a total of 34 staff employed on site, comprised of:

- 4 management staff; and
- 30 factory staff (split between morning and afternoon shifts)

It is intended that 15 staff will work each shift. The morning shift is between 5.00am and 1.00pm, and the afternoon shift is between 1.00pm to 9.00pm. Management staff will work standard hours (8.00am to 5.00pm).

Based on these factors the average parking demand for the majority of the day is estimated at 19 parking spaces, with a potential peak demand for 34 parking spaces during shift changeover. This results in the minimum requirement of 36 parking spaces for the masonry plant, enabling the accommodation of all staff during peak period and also allowing spare visitor parking throughout the day.

**Total Parking Requirements**

Table 23 – Total Parking Requirements for the OEE

| Land Use | GFA (sqm) | Parking Requirements | Proposed Parking |
|---|---|---|---|
| **Warehouse 1**<br>• Warehouse<br>• Office<br>• TOTAL | 3,056<br>1,571<br>4,627 | 11<br>41<br>51 | **120** |

| Land Use | GFA (sqm) | Parking Requirements | Proposed Parking |
|---|---|---|---|
| **Masonry Plant**<br>• Industrial Plant<br>• Office<br>• TOTAL | 10,430<br>1,040<br>11,470 | 35<br>26<br>61 | |
| **Warehouse 2**<br>• Warehouse<br>• Office<br>• TOTAL | 4,140<br>490<br>4,630 | 14<br>13<br>27 | **28** |
| **Warehouse 3a**<br>• Warehouse<br>• Office<br>• TOTAL | 4,180<br>370<br>4,550 | 14<br>10<br>24 | **48** |
| **Warehouse 3b**<br>• Warehouse<br>• Office<br>• TOTAL | 4,180<br>370<br>4,550 | 14<br>10<br>24 | |
| **Warehouse 4**<br>• Warehouse<br>• Office<br>• TOTAL | 5,600<br>385<br>5,985 | 19<br>10<br>29 | **69** |
| **TOTAL** | **35,812** | **216** | **265** |

In addition, the proposed development provides a minimum of 6 accessible parking space, allocated at least 1 accessible space per lot within the OEE. This is consistent with the National Building Code requirements that states all Class 5, 7, 8 and 9c Buildings must provide a minimum 1 space for every 100 car parks or part thereof.

Therefore, the proposal provides for a level of car parking across the OEE, which exceed the recent DCP recommended parking rates. The proposed rates are identical to those provided for other (approved) Oakdale Industrial Estate precincts and provide an appropriate and sustainable level of parking across the Site.

## 7.13.3. Traffic Generation and Impacts

To assess the acceptability of the traffic impacts of the OEE proposal, traffic volumes projected under strategic traffic studies prepared for the WSEA were compared with specific traffic modelling undertaken based on the OEE proposal. This included an analysis of the OWR 2012 Report and OWR Extension Report 2013.

The OWR 2012 report undertook strategic modelling for the WSEA and anticipated that the Oakdale Industrial Estate would be located within the area referred to as “Lands South of Pipeline”. The report utilised a trip rate of 21 trips per hectare for two-hour peak periods and for the year 2031 estimated that there would be 507 ha of developable area in the Lands South of the Pipeline. Based on these details the traffic generation for the Oakdale Estate was anticipated to be 10,647 two-hour peak hour trips.

The OWR Extension Report 2013 forecasted that the OEE would have a trip generation of 1,744 two-hour peak trips (or an average of some 872 peak hour trips) to the OEE in 2031 based on 100% completion. By applying the OWR Extension Report trip rates to the OEE, it is forecast that based on a traffic generation rate of 21 vehicles per hectare over a two-hour peak period would result in the following:

- 114vph in peak periods (based on a development of 10.9 ha)
- 336vph in peak periods (based on a development of 32 ha)

The overall traffic generation of the OEE is estimated with reference to rip rates provided in the RMS Guide Update and by referring to date provided from 3 other industrial sites, that exhibit similar characteristics of the proposed OEE (land use and size). Based on the above, the following assessment trip rates were adopted:

- AM Rate – 0.247 trips per 100 sqm of GFA;
- PM Rate – 0.182 trips per 100 sqm of GFA; and
- Daily Rate – 2.64 trips per 100 sqm of GFA.

Based on these trip rates, and noting that these trip rates include consideration for ancillary offices, the total warehouse GFA of the Site (24,342 sqm GFA when excluding the masonry plant) would generate:

- 60vph in the AM peak;
- 44vph in the PM peak; and
- 643 vehicles trips per day (vpd).

The masonry plant is expected to generate 26vehicles per hour (in peak periods) comprising 4 light vehicle trips and 20 truck trips based on a First Principles Assessment. Based on these trip rates, and noting the expected truck trip generation over a 12 hour period, the masonry plant would generate:

- 28vph in the AM peak;
- 21vph in the PM peak; and
- 303 vehicles trips per day (vpd).

The traffic generation of the proposed development will be significantly lower than previously forecast. It is estimated that the development of the site, the remaining OEE land and the continued Austral Site operations would generate a total of up to 360vph in the peak periods. This represents less than 50% of the traffic previously forecast for these same sites in the OWR 2012 Report and OWR Extension Report.

### 7.13.4. Conclusion and Recommendations

Strategic and detailed traffic analysis undertaken in respect of the OEE proposal have considered the broader traffic environment in the vicinity of estate, the road infrastructure upgrades planned required within the wider WSEA network, the traffic likely to be generated by the OEE development and the access, design and parking rates adopted under the OEE proposal.

The assessment also concluded that all site access to the OEE will be provided by Estate Road 1 to Old Wallgrove Road, and the construction of Estate Road 1 was consistent with the DCP and identical to the approved access roads within the broader Oakdale Industrial Estate. Furthermore, the design of all the access driveways, carparking aisles, parking spaces and servicing areas were designed with reference to the relevant Australian Standards. Additional recommendations stated in the Transport Assessment include:

- The preparation of a Construction Traffic Management Plant (CTMP) to detail appropriate measures to minimise traffic impacts to the road network, ensure safety for users and provide information on construction vehicle access. The CTMP is expected to a be a formal condition of consent in the DA approval.
- Detailed construction drawings relating to any modification to the site access, car park and loading areas must comply with AS2890.1 for car parking areas, AS2890.2 for commercial vehicle loading areas and AS2890.6 for accessible (disabled) parking. It is expected this will be a standard condition of consent.

The analysis has shown that the proposed OEE development is supportable with respect to access, transport and traffic.

## 7.14. URBAN DESIGN

### 7.14.1. Site Specific Development Control Plan

A site specific DCP for the OEE was prepared and included a suite of site specific Development Controls to inform and guide future built form on the Estate. An assessment of the proposed development against the

site specific DCP is undertaken in **Section 5.4.8**. The proposal has been designed to be consistent with the provisions of the DCP.

## 7.14.2. Layout and Design

The site layout has been designed in response to the surplus land available from the existing Plant #3 adjacent to the northern boundary. It also takes into consideration the southern boundary, specifically the bund and Future Southern Link Road. Building envelopes have been sited to create visual buffers between the hardstand areas and surrounding residential neighbours. The overall masterplan envisages a central roadway with pedestrian footways with varied street tree plantings and wayfinding/identification across the OEE. There has been consideration of all critical design dimension of the masonry plant including the plant's size and proportions and interface with the existing Plant #3.

Specific initiatives adopted in the design of the proposed OEE include:

- The reinforcement of important urban spaces, entries and boundaries of the site with appropriately selected and designed landscape setbacks, trees, planters and garden areas.
- External walls for offices and amenities provide a mix of construction types including painted precast concrete panels, glazing and prefinished composite panels include architectural treatments that are consistent with a high quality industrial office.
- Appropriately sized and orientated outdoor break out spaces provide opportunities for external meetings and passive recreation during work breaks.
- Sympathetically landscaped setbacks which will soften the visual appearance of the proposed warehouses at the frontages to the new Estate Road.
- Large areas have been provided for loading and unloading of trucks and to allow for safe operational movement.
- The character, height and scale of the proposed warehouse and office buildings has been designed to blend in with the existing adjoining and nearby industrial sites.

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

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

The high standard of development sought for the OEE is consistent with the high level of building design approved and constructed in the adjoining Oakdale Central and South industrial estates. It is hoped that the overall approach to the layout and the estate will encourage future industrial sites in the surrounding area to adopt a similar high quality design standard. A perspective of the proposed building is provided at **Figure 22**.

Figure 22 – Visual Perspective of the OEE

*Source: SBA Architects*

# 7.15. VISUAL IMPACT

A Visual Impact Assessment (VIA) has been prepared by Clouston Associates provided at **Appendix W.** The purpose of the VIA is to assess the potential visual impacts of the proposed OEE on surrounding private and public receivers and outline appropriate strategies for mitigation. Clouston concluded that only one of the eight viewpoints will have a moderate to high visual impact, while the majority will have a moderate to low visual impact.

The VIA identifies that potential sensitive receivers will either be road users or the nearby residents of a single dwelling along Burley Road. Based on the topographical and landscape desktop analysis of the proposed masterplan and an understanding of the surrounding land uses, a site visit was undertaken to finalise the surveyed views. Eight view locations were selected to be surveyed, predominately located south, north west and south east of the site.

## 7.15.1. Key Considerations

The OEE is located within an industrial context where land use is predominantly characterised by industrial warehousing, small lot primary production and low density residential uses.

The proposed development consists of a masonry plant and five warehouse buildings with varying floor plate sizes and up to approximately 13.7m metres in height with associated office, service areas, public domain and landscape. The proposal also includes the widening of Old Wallgrove Road.

## 7.15.2. Existing Features and Conditions

An analysis of the topography and existing landscape features indicates that the general visibility of the OEE development from surrounding properties would be influenced by the following:

- Industrial operations within Oakdale Central (Horsley Park) to the west;
- Small primary production lots (rural residential) to the south and south east;
- Low density residential in Erskine Park to the north west; and
- Creek Corridor (Reedy Cree) to the east.

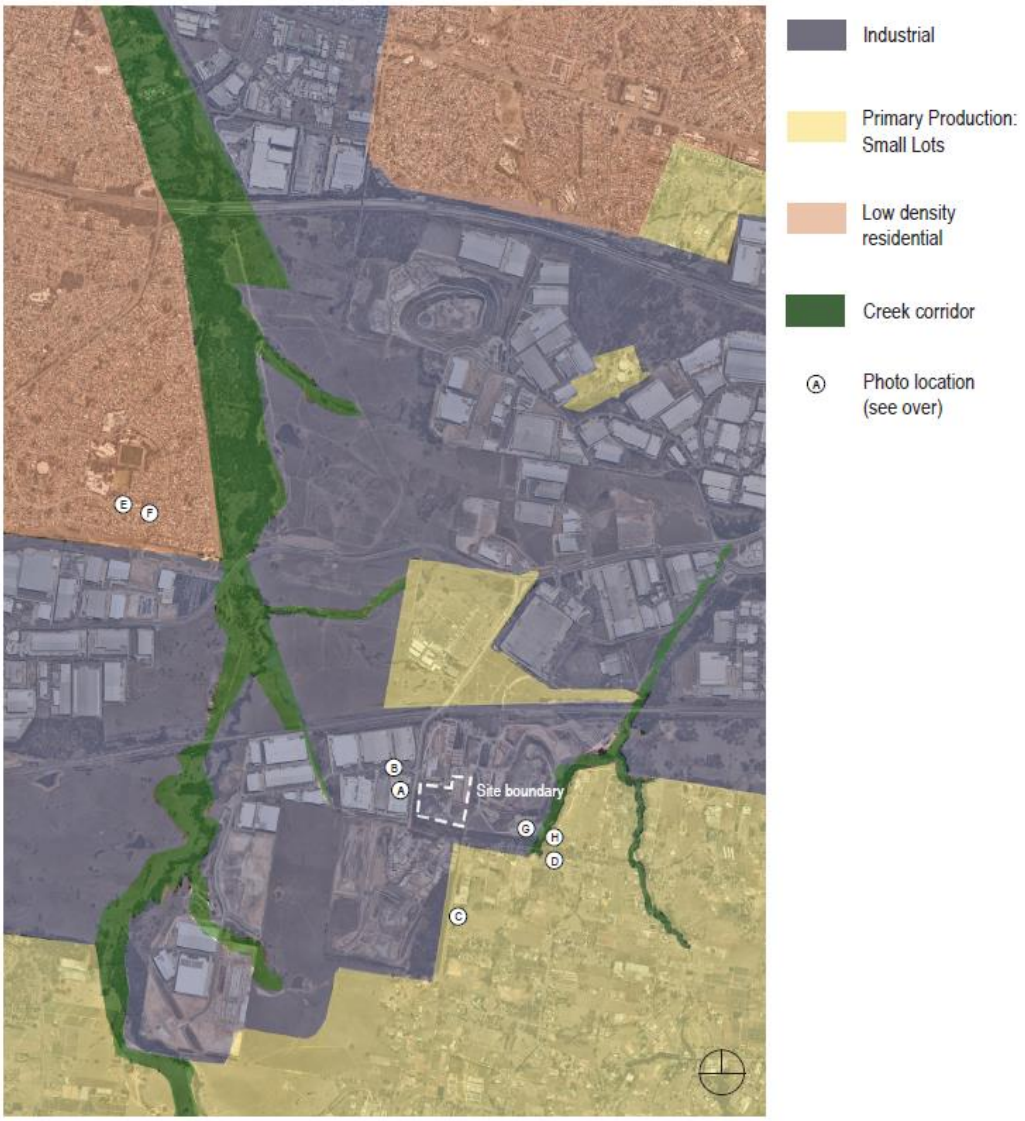
**Figure 23** and **Figure 24** depict the viewshed of the site based on the topography (excluding existing buildings and trees) and the typical land uses that define the surrounding landscape character.

Figure 23 – Viewshed based on Topography


*Figure 8.0 - Viewshed of the site based solely on topography, excluding existing buildings and trees. (Source Google Earth)*

*Source: Clouston Associates*

Figure 24 – Existing Landscape Character




*Source: Clouston Associates*

## 7.15.3. Potential Impacts

A VIA was prepared in respect of the OEE proposal to identify and assess the potential impact of the development on the landscape character of the area and specific views to and across the site from surrounding lands. The full VIA is included at **Appendix W** to the EIS and was prepared in accordance with recognised methodology.

The VIA applied a rigorous approach to the selection of viewpoints for analysis, informed by a detailed site inspection. Views were selected on the basis of a series of criteria including:

- Views from the public domain (principally streets, parks and waterways);
- Views of pedestrians and cyclists;
- Close and direct views; and
- Views from transport (private and public).

The assessment is based on a methodology that employs an overall visual impact rating system, which is measured using the following qualitative and quantitative factors such as:

- Receptor sensitivity;
- Quantum of view;

- Distance of view;
- Period of view; and
- Scale of change.

The viewpoints identified for analysis are shown in Figure 25 and the assessed overall rating of these views is summarised in **Table 24**.

Figure 25 – View Analysis


*Source: Clouston Associates*

Table 24 – Visual Impact Rating

| Viewpoint | Location | Rating |
|---|---|---|
| 1 | Burley Road | Moderate/Low |
| 2 | Burley Road | Moderate |
| 3 | Burley Road | Moderate/Low |
| 4 | 321 Burley Road | Moderate |
| 5 | 285 Burley Road | Moderate |
| 6 | Communal Driveway off Burley Road | Moderate/Low |
| 7 | Burley Road | Negligible |
| 8 | Old Wallgrove Road | Moderate/High |

The ratings provided for the eight viewpoints are based on the specific implications of the proposed development such as:

- The landscape is heavily modified;
- Development land use is compatible with the surrounding industrial area;

- Existing vegetation heavily filters the project from most viewpoints; and
- There's an opportunity to further mitigate visual impacts through additional planting.

### 7.15.4. Mitigation Measures

Clouston outlines the following mitigations, which include:

- Maintaining the proposed setback of the new built form from the boundary on the west and southern edges of the site;
- Retaining and protecting existing roadside vegetation as this creates an effective screen; and
- Creating a vegetation boundary buffer zone on the west and southern edges of the site. Plant selection to match existing landscape character, including mature tree planting with low level planting in landscape zone. Plants should be used for screening rather than a contextual landscape response that reflects the typical Cumberland plain vegetation, as by its nature this is a very open vegetation structure.

Clouston Associates conclude that based on this visual assessment of the views and character analysis of the local context, the proposed development is not considered to be incompatible with the height, scale, character and catchment of the immediate context. The visual impacts of the proposal do not constitute reasons to hinder planning approval on visual impact grounds.

## 7.16. HERITAGE

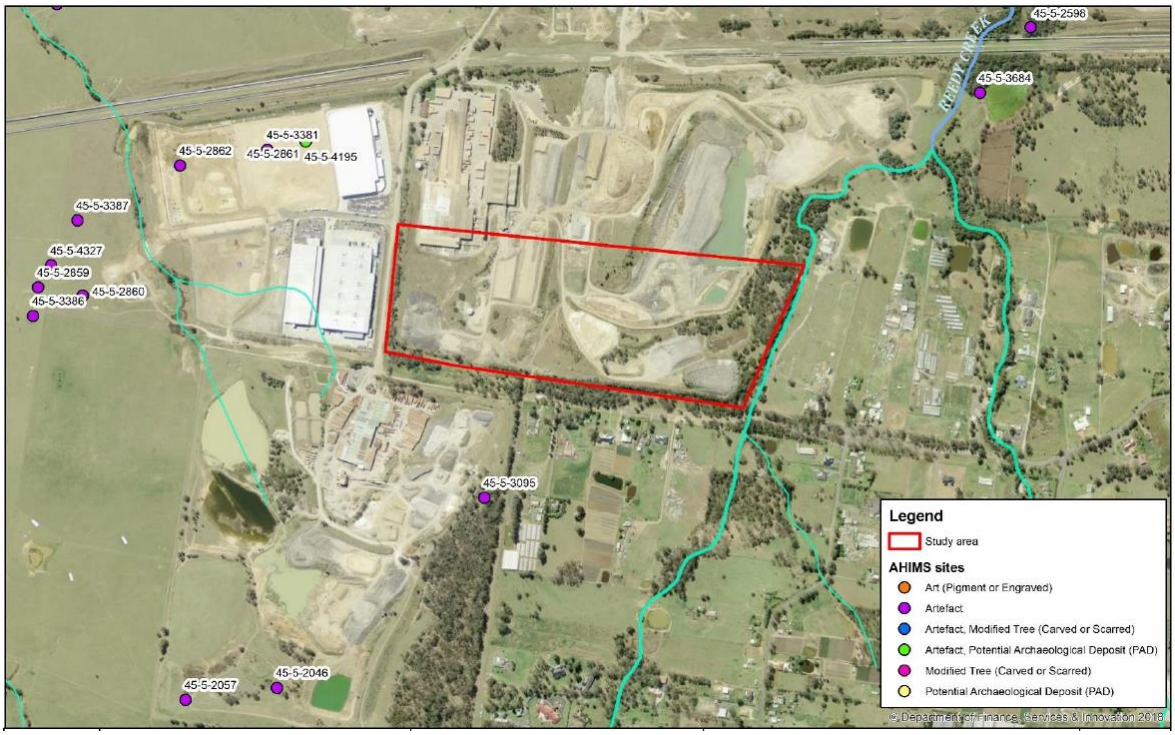
### 7.16.1. Indigenous Heritage

An Archaeological Survey Report has been undertaken in respect of the OEE proposal is included at **Appendix P.**

The assessment prepared by Artefact identified one Aboriginal Site containing an artefact scatter and potential archaeological deposit adjacent to Reedy Creek located near the eastern boundary of the OEE.

An AHIMS database search was undertaken on 30 August 2018, identifying that there were no AHIMS sites located within the OEE. That there are 15 AHIMS registered sites located within 1km of the study area, 3 of which are within 400m of the site. Subsequently, an archaeological survey was undertaken on 18 October 2018, that involved tow survey units.

Figure 26 – AHIMS Sites in relation to the Study Area




*Source: Artefact Heritage*

Survey Unit 1 identified that there was evidence of previous disturbance caused by agricultural activity, vegetation clearance, vehicular access and water drainage. It also identified one artefact scatter and area of PAD (OE AS1) (AHIMS ID pending). No Aboriginal objects were identified within Survey Unit 2.

Based on the AHIMs search, previous studies and the environmental context the following types of Aboriginal cultural heritage sites are likely to be present:

- Open artefact scatters or isolated finds;
- Culturally modified scarred trees; and
- Potential archaeological deposits.

Overall the Archaeological Survey Report concluded that the OEE has nil to low archaeological sensitivity and low research potential and that no further investigation is required. The impact assessment undertaken as part of the survey also concluded that:

- The potential for there to be any Aboriginal Archaeological material within the proposed development site is likely to be nil or very low;
- If any material was identified on the site it would be of low scientific significance due to a lack of archaeological context and integrity, and due to the highly disturbed nature of the ground where development is proposed.
- The proposed works will not impact the potential intact Aboriginal archaeological deposits as shown in Figure 22.

Figure 27 – Proposed Impact Area in relation to OEE


*Source: Artefact*

## 7.16.2. Mitigation Measures

The proposed development will not impact the archaeological significance of the OE AS1 (AHIMS ID Pending) within the OEE. However, if the development plans do change in the future, further investigations will be required.

The proposed development will not impact any intact archaeological remains, therefore no mitigation is required. However, in the event an Aboriginal object is identified during ground works and excavation an unexpected finds policy is required to be implemented.

## 7.16.3. Non-Indigenous Heritage

The Heritage Impact Statement (HIS) prepared by Artefact considered potential impacts from the proposed development on non-Aboriginal heritage (refer to **Appendix O**). The HIS found that:

- There are no listed or unlisted heritage items located on the site.
- The majority of the site has nil to low potential for archaeological remains.

Furthermore, the assessment concluded that any archaeological remains would have been likely removed during the quarrying operations, which heavily modified the landscape. In addition, any Phase 2 remains are modern and associated with ongoing activities that would not have research potential. Any potential resources would therefore not be able to contribute to current archaeological research and would not be considered of local significance.

## 7.16.4. Mitigation Measures

The proposed development will not impact the archaeological relics and therefore no further archaeological investigation, or mitigation is required.

# 8. PROJECT JUSTIFICATION

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

**Consistency with Commonwealth, State, Regional and Local planning provisions**

The proposal is consistent with the objectives, provisions and strategies outlined within Section 5 of this report specifically, the *Environmental Planning and Assessment Act 1979*, *State Environmental Planning Policy (State and Regional Development) 2011*, Greater Sydney Regional Plan, and *the Fairfield Local Environmental Plan 2013*.

**Site Suitability**

The site is considered suitable for the development having regard to the following:

- the site zoning which permits warehouse and distribution uses;
- the project is compatible with the intended future surrounding development and current zoning;
- adequate separation is provided from sensitive land uses including residential;
- all potential environmental impacts of the proposal can be suitably mitigated within the site;
- the proposed use is suitably proximate to the regional road network with a good level of accessibility;
- the proposal will not negatively affect the Aboriginal or European heritage or archaeological significance of the site.

**Employment Generation**

The proposal will contribute to the growth of the industrial sector in the Western Sydney region. The proposed development is expected to generate 180 operational jobs and 150 construction jobs.

**Environmental Impacts**

Technical consultants practicing in each of the fields identified in the SEARs have been engaged to conduct assessments of the impacts of the proposed development. The consultants have determined the development can be carried out with minimal environmental impacts, subject to the undertaking of certain mitigation measures recommended and detailed in Section 7 of the EIS. No significant impacts will take place as a result of the proposal.

# 9. CONCLUSION

This EIS is submitted to Fairfield City Council in support of a designated development application for the development of a masonry plant and four (4) industrial warehouses at the Oakdale East Estate (OEE). The EIS has been prepared to assess the proposed development having regard to the SEARs and the relevant State and Local planning policies.

The application seeks approval for the development of the Oakdale East Estate for a warehousing and distribution hub located at 224-9398 Burley Road, Horsley Park, legally described as Lot 20 DP 1246626. The proposal is comprised of estate-wide earthworks, infrastructure and services, construction and use of a masonry plant with a production capacity of 220,000 tonnes per annum and warehouses for generic warehouse and distribution uses.

The proposed masonry plant triggers a Designated Development pathway in accordance with Part 1, Schedule 3 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation 2000) as the development involves concrete works that produce pre-mixed concrete or concrete product.

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

There are compelling reasons why a positive assessment and determination of the project should prevail, as outlined below:

- The proposed development will result in a land use that is consistent with the zoning of the land and contribute an employment generating use in line with strategic goals for the Western Sydney Employment Area.
- The proposed development will not hinder the ongoing operations of the adjoining Austral extraction site and Plant 3 to the north.
- The relationship between the development site and surrounding residential sites to the south will be protected with appropriate setbacks and heavily vegetated landscaped buffers.
- The urban design of the proposal has been prepared in response to the surplus land, utilising high quality materials, topography and carefully siting of buildings to reduce the visual impact of the development.
- The proposal demonstrates consistency with the relevant environmental planning instruments including strategic planning policy, and State and local planning legislation, regulation and policies.
- The proposal will generate 150 new construction jobs and 180 full time operational jobs. The proposal has a Capital Investment Value of $55,589,581 million.
- The proposal does not impact any indigenous or non-indigenous archaeological remains, and there is no heritage listed items on the site.
- Any potential impacts are able to be reasonably mitigated, thus avoiding any unreasonable impact on amenity of surrounding residential areas, useability of surrounding sites, and environment.
- The proposal is suitable for the local context and is appropriate based on social, economic and environmental considerations.

As such, it is recommended that the proposal be supported by Fairfield Council.

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# APPENDIX A SEARS

# APPENDIX B QS REPORT

# APPENDIX C ARCHITECTURAL DRAWINGS

# APPENDIX D LANDSCAPE ARCHITECTURAL DRAWINGS

# APPENDIX E CIVIL DESIGN DRAWINGS

# APPENDIX F CIVIL AND STORMWATER MANAGEMENT REPORT

# APPENDIX G FLOOD IMPACT ASSESSMENT

# APPENDIX H SURVEY & SUBDIVISION PLANS

# APPENDIX I BIOBANKING DEVELOPMENT ASSESSMENT REPORT

# APPENDIX J BUSHFIRE ASSESSMENT REPORT

# APPENDIX K FIRE SAFETY STRATEGY

# APPENDIX L TRANSPORT ASSESSMENT REPORT

# APPENDIX M DETAILED SITE INVESTIGATION (CONTAMINATION)

# APPENDIX N GEOTECHNICAL INVESTIGATION REPORT

# APPENDIX O HERITAGE IMPACT STATEMENT

# APPENDIX P ARCHAEOLOGICAL SURVEY REPORT

# APPENDIX Q NOISE IMPACT ASSESSMENT

# APPENDIX R AIR QUALITY ASSESSMENT

# APPENDIX S BUILDING CODE OF AUSTRALIA REPORT

# APPENDIX T SUSTAINABILITY MANAGEMENT PLAN

# APPENDIX U HAZARD AND RISK (SEPP 33) ASSESSMENT

# APPENDIX V WASTE MANAGEMENT PLAN

# APPENDIX W LANDSCAPE CHARACTER AND VISUAL IMPACT ASSESSMENT

# APPENDIX X OPERATIONAL STATEMENT

# APPENDIX Y CONSULTATION OUTCOMES


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