30 May 2022

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Goodman Property Services (Australia) Pty Ltd
1-11 Hayes Road
Rosebery NSW 2108

Attention: Stephanie Partridge

Dear Stephanie

Oakdale West Estate
Precincts 3C and 5
Requirement to Update Air Quality Impact Assessment

1 Objective

A building Development Approval (DA) for warehouses at Precinct 3C and Precinct 5 within the Oakdale West Estate (OWE) is being submitted to Penrith City Council for assessment. Precincts 3C and 5 are largely consistent with the building footprint and traffic generation as approved under the current Oakdale West Masterplan approval (SSD 7348 – as amended), with minor changes.

The objective of this letter report is to assess whether a revision of the Air Quality Impact Assessment (AQIA) prepared by SLR Consulting (SLR) in 2017 for the OWE is required to address the construction and operation of Precincts 3C and 5.

2 Background

The AQIA prepared by SLR for the OWE, dated 23 March 2017 (610.15617-R01-v1.1), assessed the potential air quality impacts associated with the construction and operational phases of all five precincts within the OWE.

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

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

- the incremental impacts associated with traffic emissions from all five precincts; and
- cumulative impacts of emissions from the OWE and background concentrations.

It was concluded from the modelling results that air emissions from the proposed operational activities (vehicle movements) at the OWE would comply with all relevant ambient air quality criteria at all representative surrounding sensitive receptors. A summary of the pollutant concentrations predicted at the most impacted sensitive receptor due to emissions from the OWE is provided in **Table 1**. The road network included in the modelling presented in the AQIA is shown in **Figure 1**.

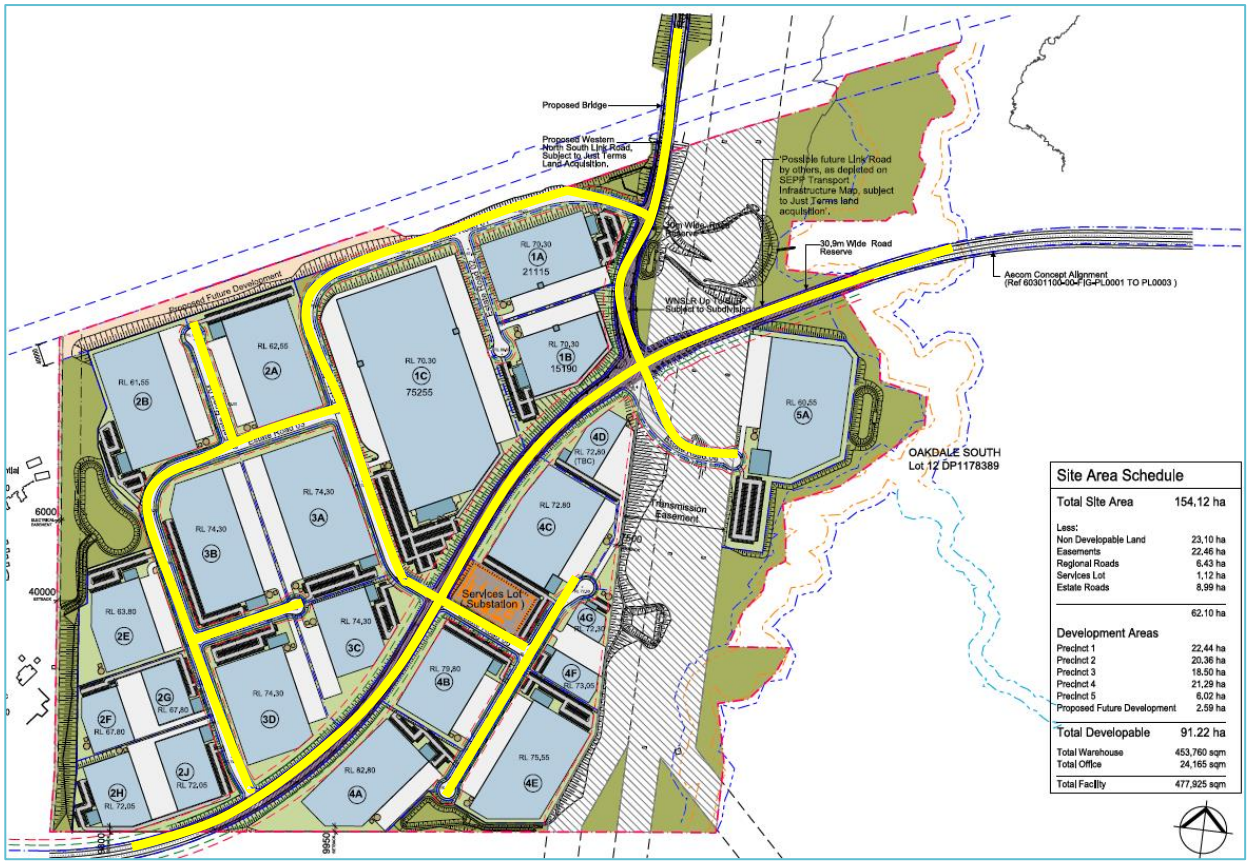
Table 1 Summary of AQIA Dispersion Modelling Results for OWE at Most Impacted Sensitive Receptor

Pollutant	Averaging Period	Criteria (µg/m³)	Incremental Impact of Emissions from OWE (µg/m³)	Cumulative Impact of Emissions from OWE and Regional Background Concentrations (µg/m³)	Contribution of OWE to total Predicted Cumulative Concentrations
TSP	Annual	90	13.8	44.2	31%
PM_{10}	24-hour	50	22.9	38.9	59%
	Annual	25	4.6	19.8	23%
$PM_{2.5}$	24-hour	25	6.0	NA[a]	-
	Annual	8	1.2	NA[a]	-
NO_2	1-hour	246	158.8[b]	91.6[b]	-
	Annual	62	6.1[b]	12.7[b]	-

[a] No background $PM_{2.5}$ data were available from the St Marys Air Quality Monitoring Station.

[b] The incremental concentrations represent the predicted NOx concentrations, while the cumulative concentrations represent the NO_2 concentrations, calculated using the Ozone Limiting Method (OLM).

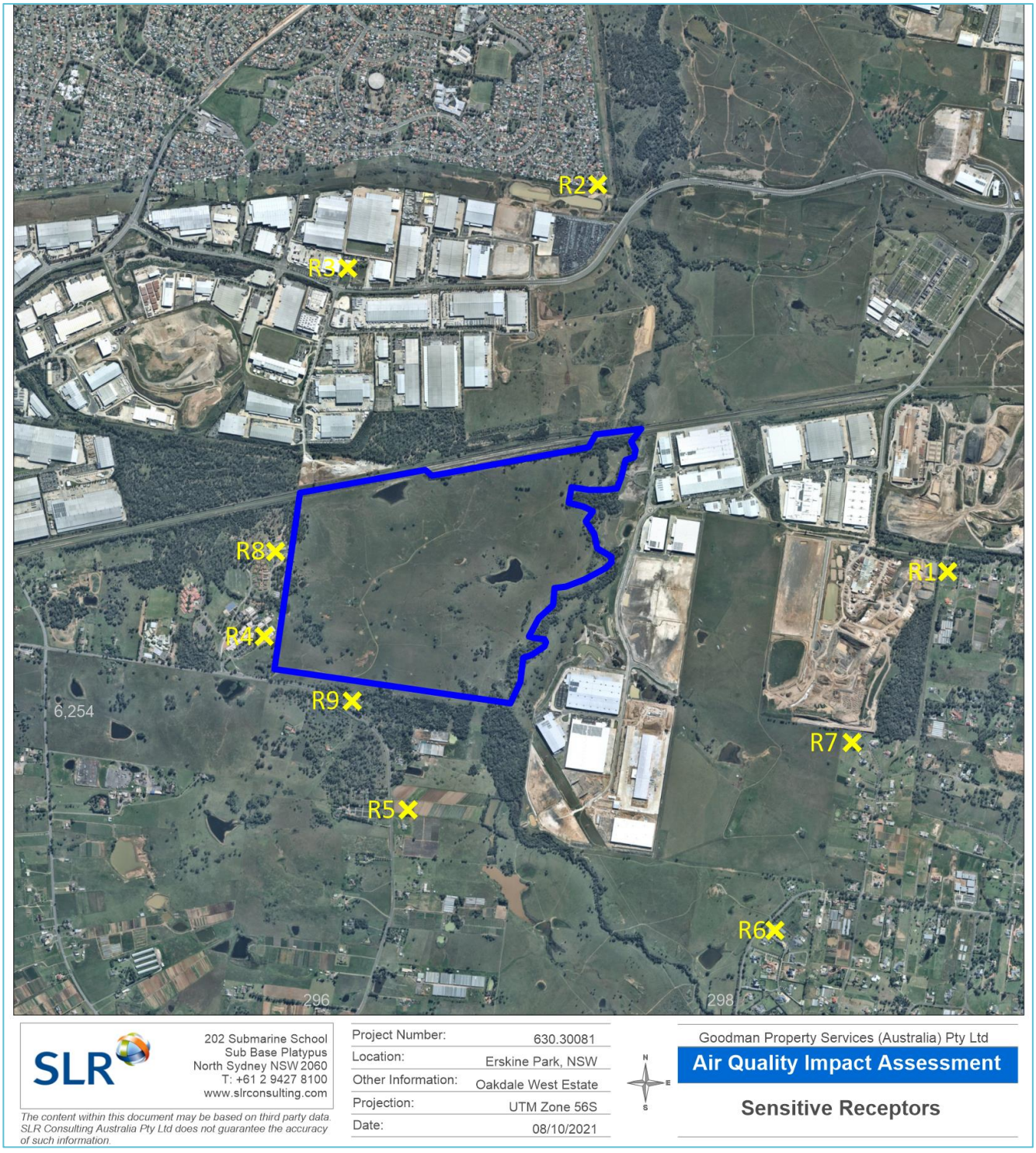
Figure 1 Oakdale West Estate – Roads Modelled in the AQIA



Source: SBA Architects, SSDA Estate Masterplan, 18 April 2018 (yellow marked line indicates modelled roads.

The maximum impacts due to air emissions from the OWE were predicted to occur at receptors R8 and R9, which are located to the west and south of the OWE respectively, as shown in **Figure 2**.

Figure 2 Locations of Identified Sensitive Receptors

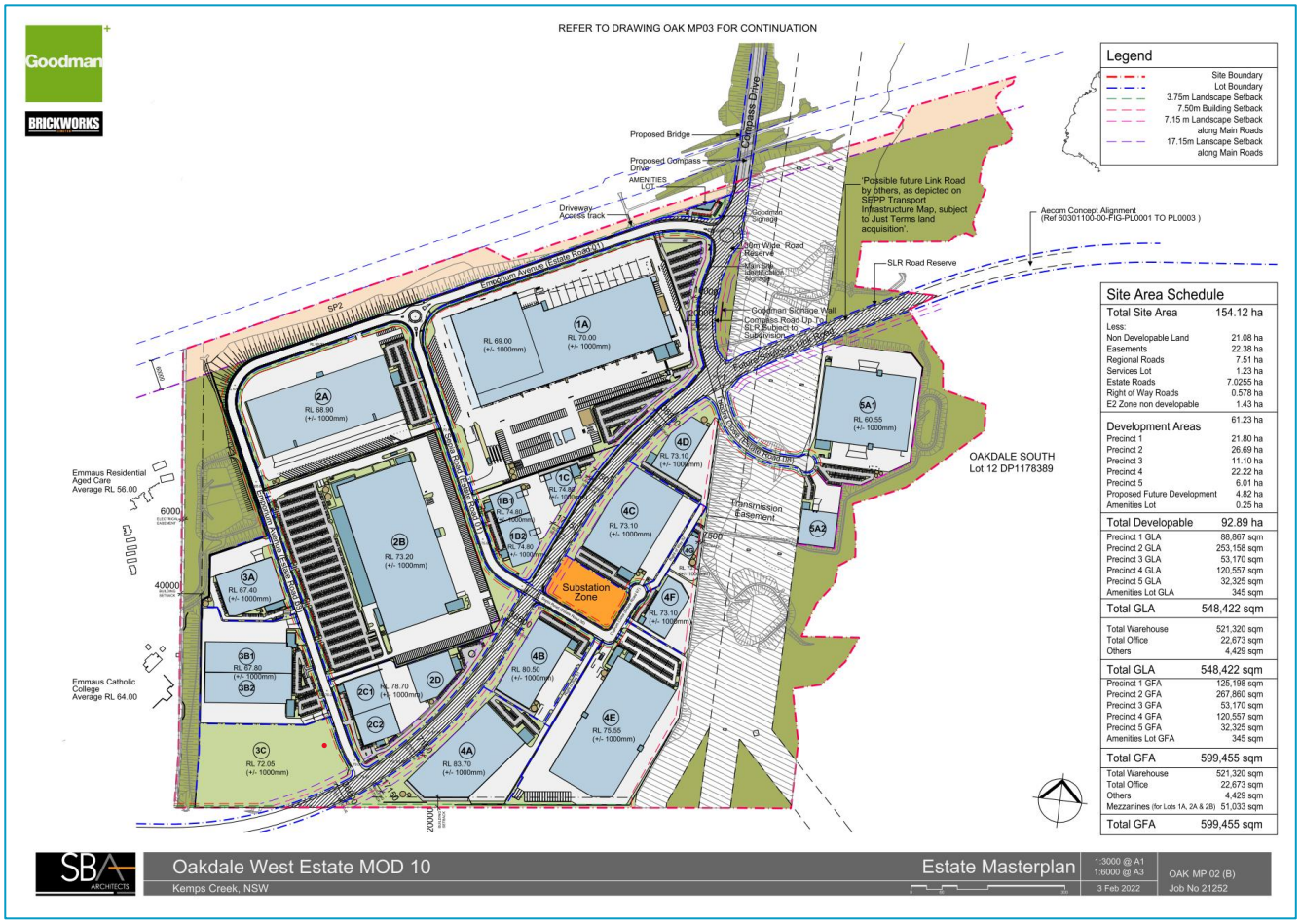


3 Modifications to the OWE Masterplan

Since the completion of the AQIA in March 2017, minor modifications to the OWE Masterplan have been proposed and approved. The updated masterplan is shown in **Figure 3**. Precincts 3C and 5 are largely consistent with the building footprint and traffic generation as approved under current Oakdale West Masterplan approval (SSD 7348 – as amended), with minor changes.

A comparison of **Figure 1** and **Figure 3** shows that the revisions to the masterplan have slightly modified the road networks considered in the AQIA modelling study. The changes to the road network have occurred in the western half of the OWE and include a slightly longer Estate Road 3.

Figure 3 Oakdale West Estate – Updated Masterplan



4 Precincts 3C and 5 - Construction

The AQIA concluded that air quality impacts during construction of the OWE could be adequately managed using best practice mitigation and management measures. The risk of any residual impacts after the implementation of mitigation measures was concluded to be *low*.

As a result of the proposed modifications to the OWE Masterplan (see **Section 3**), it is concluded that the magnitude of construction impacts is unlikely to change, and hence the residual risk of dust emissions during construction of Precincts 3C and 5 remains *low*. The recommended management and mitigation measures during construction of the OWE are reproduced in **Table 2**.

Table 2 Site-Specific Management Measures – OWE

1	**Communications**	
1.1	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	H
1.2	Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.	H
1.3	Display the head or regional office contact information.	H
1.4	Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority.	H
2	**Site Management**	
2.1	Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.	H
2.2	Make the complaints log available to the Local Authority when requested.	H
2.3	Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book.	H
3	**Monitoring**	
3.1	Perform daily on-site and off-site inspections where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the Local Authority when requested. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of the site boundary.	D
3.2	Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the Local Authority when requested.	H
3.3	Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	H
3.4	Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.	H
4	**Preparing and Maintaining the Site**	
4.1	Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	H
4.2	Erect solid screens or barriers around dusty activities or the site boundary that they are at least as high as any stockpiles on site.	H
4.3	Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.	H
4.4	Avoid site runoff of water or mud.	H
4.5	Keep site fencing, barriers and scaffolding clean using wet methods.	H
4.6	Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.	H

4.7	Cover, seed or fence stockpiles to prevent wind erosion.	H
5	**Operating Vehicle/Machinery and Sustainable Travel**	
5.1	Ensure all on-road vehicles comply with relevant vehicle emission standards, where applicable.	H
5.2	Ensure all vehicles switch off engines when stationary - no idling vehicles.	H
5.3	Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.	H
5.4	Impose and signpost a maximum-speed-limit of 25 km/hr on surfaced and 15 km/hr on unsurfaced haul roads and work areas.	D
5.5	Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	H
5.6	Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing).	D
6	**Operations**	
6.1	Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	H
6.2	Ensure an adequate water supply on the site for effective dust/particulate matter suppression/ mitigation, using non-potable water where possible and appropriate.	H
6.3	Use enclosed chutes and conveyors and covered skips.	H
6.4	Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	H
6.5	Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	H
7	**Waste Management**	
7.1	Avoid bonfires and burning of waste materials.	H
8	**Demolition**	
8.1	Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	D
8.2	Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.	H
8.2	Avoid explosive blasting, using appropriate manual or mechanical alternatives.	H
8.3	Bag and remove any biological debris or damp down such material before demolition.	H
9	**Construction**	
9.1	Avoid scratching or roughening of concrete surfaces, where possible.	D
9.2	Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.	D
10	**Trackout**	
10.1	Use water-assisted dust sweeper(s) on the access and local roads to remove, as necessary, any material tracked out of the site.	D
10.2	Avoid dry sweeping of large areas.	D
10.3	Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	D
10.4	Record all inspections of haul routes and any subsequent action in a site log book.	D
10.5	Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	D

H = Highly recommended; D = Desirable

5 Combined Operations of Lots 3C and 5 - Operations

The peak hourly traffic volumes and daily traffic volumes were calculated based on application of factors contained within the *Technical Direction 04a: Traffic Generated Developments – Updated traffic surveys* (RMS Guide Update), being:

- 1.892 daily vehicle trips per 100 m^2 of industrial gross floor area (GFA) including ancillary office floor space.
- 0.163 peak hour vehicle trips per 100 m^2 of industrial GFA including ancillary office floor space.

Traffic numbers used in the AQIA were provided by the traffic consultant as a conservative estimate due to the Project uncertainties. The peak and daily vehicle numbers adopted for the AQIA were 1,426 vehicles per hour (vph) and 16,544 vehicles per day (vpd) respectively. A review of the proposed GFAs for each Precinct in the modified OWE masterplan has identified minor variations in the GFAs of all Precincts. A summary of the currently proposed Precinct GFAs and associated peak and daily vehicle numbers calculated using the factors above, compared to that assessed in the AQIA, is provided in **Table 3**.

Table 3 Vehicle Volumes Projected for each Precinct in OWE

Precinct	Current Proposed		
	GFA (m^2)	Vehicles per Day (vpd)	Peak Vehicles per Hour (vph)
1	125,198	2,369	204
2	267,860	5,068	437
3	54,460	1,030	89
4	115,952	2,194	189
5	35,640	674	58
Amenities Lot	345	-	-
Total	**599,455**	**11,342**	**977[a]**
Assumed in AQIA modelling study:		**16,544 (+46%)**	**1,426 (+46%)**

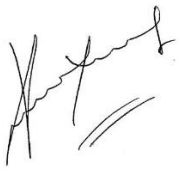
[a] AM Peak traffic estimates (Source: Transport Assessment, Ason 2022)

As the air dispersion modelling was based on the vehicular emissions for the total OWE, it can be seen from **Table 3** that the AQIA was based on significantly higher peak and daily traffic estimates than currently proposed under the modified masterplan. Therefore, the predicted dispersion modelling results shown in **Table 1**, which are well below the relevant impact assessment criteria, provide a conservative assessment of the expected worst case air quality impacts at the sensitive receptor locations.

6 Conclusions

Based on the above, it is concluded that an update of the AQIA is not required to address the proposed revision to the layout of Precincts 3C and 5, and that as originally concluded, air quality impacts should not be considered a constraint to this development application.

Yours sincerely



VARUN MARWAHA
Principal Air Quality Consultant

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Authorised by: KL