



Oakdale Industrial Estate

Proposed Section 75W Modifications to
MP08_0065 (MOD2) and MP 08_0066 (MOD5)

October 2012

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This 75W Report has been prepared by Erin Saunders and Jacqueline Parker of Urbis Pty Ltd on behalf of Goodman.

It is declared that this report has been prepared to the affect that:

- The statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and
- That the information contained in the statement is neither false nor misleading.



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TABLE OF CONTENTS

1	Introduction	1
1.1	Background	1
1.1.1	Oakdale Central Concept Plan Approval MP08_0065	1
1.1.2	Major Project Approval MP08_0066	2
1.1.3	Concept & Project Approval – Modification no.1 - November 2010	3
1.1.4	Project Approval – Modification no. 2 - February 2011.....	3
1.1.5	Project Approval – Modification no. 3 – July 2011	3
1.1.6	Project Approval - Modification no. 4 – September 2012	3
1.1.7	Bulk Earthworks Approvals	3
2	Proposed Additional Minor Modifications.....	5
2.1	Overview	5
2.2	Summary of Proposed Minor Modifications to Concept & Project Approval.....	11
2.3	Detailed Proposed Changes to Conditions – Concept Approval.....	12
2.4	Detailed Proposed Changes to Conditions – Project Approval.....	12
2.5	Reason for the Modifications.....	14
3	Subject Site and Context	15
4	Consultation with Authorities.....	17
4.1	DPI Aquatic Habitat Protection Unit.....	17
4.2	NSW Office of Water	17
5	Environmental Assessment.....	18
5.1	Assessment Criteria.....	18
5.2	Planning Assessment	21
5.2.1	Relevant Planning Controls.....	21
5.3	Environmental Assessment.....	22
5.3.1	Subdivision.....	22
5.3.2	Traffic.....	23
5.3.3	Soil & Water	25
5.3.4	Noise.....	27
5.3.5	Air Quality.....	28
5.3.6	Flora and Fauna	29
5.3.7	Other Environmental Issues.....	30
6	Conclusion	31
Appendix A	Approved Concept Plan and Project Approval Plans.....	33
Appendix B	AT&L Civil Design Report.....	34
Appendix C	Staging Plan	35
Appendix D	Correspondence re Culvert Design.....	36
Appendix E	SEPP WSEA – Part 5 Compliance Table	37
Appendix F Table	Fairfield City Wide DCP 2006 – Chapter 9 Industrial Development – Compliance 40	
Appendix G	Oakdale Central Development Controls.....	42
Appendix H	GHD Flood Impact Letter	44

Appendix I	Noise Impact Report	45
Appendix J	Air Quality Impact Report	46
Appendix K	Vegetation Management Plan.....	47

FIGURES:

Figure 1 – Site in its Regional Context	15
Figure 2 – Approved Subdivision Plan MP 08_0066 MOD 1.....	16

TABLES:

TABLE 1 – Major Components of the Oakdale Central Concept Plan	1
TABLE 2 – Major Components of the DHL Logistics Hub project.....	2
TABLE 3 – Required Modifications.....	11
TABLE 4 – Reasons for the Modifications	14
TABLE 5 – Director General's Requirements.....	18
TABLE 6 – Summary of Construction Vehicle Movements	23
TABLE 7 – Assessment of other Environmental Issues.....	30

1 Introduction

This planning report has been prepared on behalf of Goodman Property Services Pty Ltd and accompanies an Application made under Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act) with respect to a proposed modification to Concept Approval MP08_0065 and Major Project Approval MP08_0066.

1.1 BACKGROUND

The former NSW Department of Planning, now NSW Department of Planning and Infrastructure (DPI) approved the Oakdale Central Concept Plan MP08_0065 and DHL Logistics Hub Project MP 08_0066 under Part 3A of the EP& Act in 2009. The detail of each of these approvals is set out below.

1.1.1 OAKDALE CENTRAL CONCEPT PLAN APPROVAL MP08_0065

The Concept Plan approval enabled the establishment of a regional distribution park of warehouses, distribution centres and freight logistics facilities on 61 hectares of land adjacent to the Sydney Water Pipeline, and the provision of associated infrastructure, including subdivision, bulk earthworks and erosion and sediment controls.

The table below details the original Concept Plan Approval.

TABLE 1 – MAJOR COMPONENTS OF THE OAKDALE CENTRAL CONCEPT PLAN

ASPECT	DESCRIPTION
<i>Subdivision</i>	Subdivision of the site to create: <ul style="list-style-type: none">▪ 40 ha of developable area for industrial/employment purposes▪ 1ha for services▪ 7.4 ha of recreation/open space▪ 4.6ha for environmental conservation▪ 8.6ha for road corridors
<i>Industrial Developments</i>	Allowance for future construction of 7 industrial buildings with a combined gross floor area of 150,000m ² , and associated infrastructure, and facilities.
<i>Road Upgrades and Internal Roads</i>	Upgrade of Old Wallgrove Road and the Old Wallgrove Road/Wallgrove Road intersection to service the site. Provision of site access to the internal road system.
<i>Infrastructure</i>	Provision of an on-site sewerage system, and a rainwater harvesting infrastructure. All other infrastructure (potable water, electricity, gas and telecommunications) would be provided through the augmentation and/or extension of existing services.
<i>Capital Investment</i>	\$194 million
<i>Employment</i>	1,200 once fully operational
<i>Hours of Operation</i>	24 hours a day, 7 days a week.

1.1.2 MAJOR PROJECT APPROVAL MP08_0066

Concurrently with the Concept Plan approval, Major Project Approval was granted to Stage 1 of the Concept Plan for construction and operation of a DHL logistics hub consisting of two warehouses and associated infrastructure on two allotments totalling 11ha. This Project Approval has since been modified 3 times in November 2010, February 2011 and July 2011 in respect to internal road locations, VPA arrangements and design changes to the approved DHL Logistic building.

The following table details the Project Approval as modified to date.

TABLE 2 – MAJOR COMPONENTS OF THE DHL LOGISTICS HUB PROJECT

ASPECT	DESCRIPTION
<i>Subdivision</i>	<p>Subdivision of the site to create</p> <ul style="list-style-type: none"> ▪ 6 industrial lots ▪ 1 services lot ▪ 4 environmental/recreational lots ▪ 5 road corridors
<i>Bulk Earthworks</i>	Earthworks including the removal of an earthen bund around the eastern and southern boundaries of the site, with a balance cut and fill to achieve the required levels for building pads, roads and the service lot.
<i>Industrial Buildings</i>	<p>Construction and operation of two warehouse and distribution buildings for DHL Logistics, including:</p> <ul style="list-style-type: none"> ▪ Building 1A with a gross floor area of 20,000m² and an office area 620m²; and ▪ Building 2A with a gross floor area of 32,530m² and an office area of 1,180m². <p>Buildings set back 20m from Old Wallgrove Road and the proposed Chandos Parkway.</p>
<i>Road Upgrades and Internal Roads</i>	Construction of a 260m long portion of the Estate Road to allow construction and access to Lot 1A and 2A.
<i>Infrastructure</i>	Provision of an on-site sewerage system, and a rainwater harvesting infrastructure. All other infrastructure (potable water, electricity, gas and telecommunications) would be provided through the augmentation and/or extension of existing services.
<i>Road Upgrades</i>	Upgrading of a section of Old Wallgrove Road between the site and Roberts Road, including localised widening, provision of a passing bay and installation of signage.
<i>Capital Investment</i>	\$89 million
<i>Employment</i>	300 during construction and 400 during operation
<i>Hours of Operation</i>	24 hours a day, 7 days a week.

1.1.3 CONCEPT & PROJECT APPROVAL – MODIFICATION NO.1 - NOVEMBER 2010

In November 2010, the Department approved modifications to the original Concept and Project Approvals to change the internal road and lot layout of the Oakdale Estate and undertake minor modifications to the approved Building 1A and 2A.

Modifications to the Concept Approval included:

- Modification of permissible land uses to be consistent with SEPP (Western Sydney Employment Area).
- Modification of concept plan layout including realignment of the internal Estate roads and adjustment to development allotment boundaries – resulting in 8 development lots, 3 biodiversity lots, 3 road corridor lots and 1 services lot.
- Revised access network to provide access to the estate.
- Adjustments to contributions rates (reflected in the VPA and to be in line with the SIC levy requirements).
- Relocation of the creek crossing.

Modifications to the Project Approval included:

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

A set of Concept and Project Approval plans is included at **Attachment A**.

1.1.4 PROJECT APPROVAL – MODIFICATION NO. 2 - FEBRUARY 2011

On February 17 2011, the Department approved an application to modify the approved DHL Logistics Hub Project in order to amend the timing for entry into the Planning Agreement. This agreement was subsequently executed on 25 March 2011.

1.1.5 PROJECT APPROVAL – MODIFICATION NO. 3 – JULY 2011

In July 2011, the Department approved an application to undertake minor modifications to the design of warehouses 2 and 3 on Site 2A, to meet the operational requirements of DHL.

1.1.6 PROJECT APPROVAL - MODIFICATION NO. 4 – SEPTEMBER 2012

In September 2012, the Department approved an application to modify the project approval (as previously modified). The works included reorientation and repositioning of the warehouse on site 1A, with associated relocation of the loading areas and minor associated amendments to site facilities. A minor reduction in car parking spaces and amendment to the car parking layout was also approved.

1.1.7 BULK EARTHWORKS APPROVALS

The final ground RLs were approved as part of the Project Application, as detailed on the GHD final levels diagram (Drawing ref 21-16755-SK003 RevC “*Estate Earthworks & DHL Civil Works Bulk Earthworks Plan*”). It was anticipated that balanced cut to fill across the site would achieve these levels. However it appears that there was an oversight in the calculations used to explain the balanced cut to fill expectations, which resulted in a shortfall. Indeed, approximately 300,000m³ of imported fill was required

to achieve the approved RLs. This has been the subject of separate correspondence with the NSW Department of Planning & Infrastructure. In any event, the site has been filled in accordance with the previously approved diagram (21-16755-SK003 RevC). As built surveys confirm that the current levels are as per the approved RLs.

The current application in respect to earthworks seeks to modify those approved RLs to between RL66.26 and RL67 (as shown on the Bulk Earthworks Plan by ATL& ref C005 Rev A), requiring the importation of a total of 143,400m³ of fill (being 109,400m³ above that previously approved).

2 Proposed Additional Minor Modifications

2.1 OVERVIEW

The proposed modifications are detailed in the table below along with the relevant supporting plan references.

PROPOSED WORKS	APPROVED PLAN	PROPOSED PLAN
Alteration to the approved subdivision to widen Lot 1C by approximately 20 metres further west showing 7 industrial lots, 1 service lot, 3 biodiversity lots, 1 road lot.	<p>Goodman Drawings titled:</p> <ul style="list-style-type: none"> Estate Works + DHL Project (PA#1) – Subdivision of Lot 2 DP 120673 OAK PA1 12(D) (28 Oct 2010) CENTRAL Concept Plan (CP#1) – Vegetation Management Plan OAK CP1 04(D) 	<p>Goodman Drawings titled:</p> <ul style="list-style-type: none"> Estate Works + DHL Project (PA#1 – MOD 5) – Subdivision of Lot 2 DP 120673 OAK PA1 12(G) CENTRAL Concept Plan (CP#1 – MOD2) – Vegetation Management Plan OAK CP1 04(E)
Include construction of Stage 2 of the Estate Road extension to allow construction and access to Lots 1B, 1C and 2B and extend the road across the creek.	<p>Goodman Drawings titled:</p> <ul style="list-style-type: none"> Estate Works + DHL Project (PA#1) – Scope of Application OAK PA1 01(D) Estate Works + DHL Project (PA#1) – Site Plan OAK PA1 02(D) 	<p>Goodman Drawings titled:</p> <ul style="list-style-type: none"> Estate Works + DHL Project (PA#1 – MOD 5) – Scope of Application OAK PA1 01 (G) Estate Works + DHL Project (PA#1 – MOD 5) – Site Plan OAK PA1 02 (G) <p>AT&L Drawings titled:</p> <ul style="list-style-type: none"> General Arrangement Plan C010 Rev C Siteworks Plan Sheet 1 C011 Rev C Siteworks Plan Sheet 2 C012 Rev B Siteworks Plan Sheet 3 C013 Rev B Typical Sections Sheet 1 C002 Rev B Typical Sections Sheet 2 C003 Rev B

PROPOSED WORKS	APPROVED PLAN	PROPOSED PLAN
		<ul style="list-style-type: none"> ▪ Road Longitudinal Sections C020 Rev B ▪ Pavement, Signage & Linemarking Plan Sheet 1 C040 Rev B ▪ Pavement, Signage & Linemarking Plan Sheet 2 C041 Rev B ▪ Culvert Crossing Details Sheet 1 C080 Rev B ▪ Culvert Crossing Details Sheet 2 C081 Rev B ▪ Culvert Crossing Details Sheet 3 C082 Rev B
Alteration to the configuration of the stormwater biodiversity basin immediately west of Lot 1C to make it longer (north/south) and narrower (east/west).		<p>AT&L Drawings titled:</p> <ul style="list-style-type: none"> ▪ Siteworks Plan Sheet 4 C014 Rev A ▪ Siteworks Plan Sheet 5 C015 Rev A ▪ Pavement, Signage & Linemarking Plan Sheet 1 C040 Rev A ▪ Pavement, Signage & Linemarking Plan Sheet 3 C042 Rev A ▪ Bio-Retention Basin Details C060 Rev A
Bulk earthworks incorporating cut to fill and importation of 143,400m ³ fill.		
<ul style="list-style-type: none"> ▪ Construct the Estate Road extension. 		<p>AT&L Drawings titled:</p> <ul style="list-style-type: none"> ▪ Bulk Earthworks Sections Sheet 1 C006 Rev C ▪ Bulk Earthworks Sections Sheet 2 C007 Rev C

PROPOSED WORKS	APPROVED PLAN	PROPOSED PLAN
<ul style="list-style-type: none"> Raise the level of Lot 1C to match the approved pad level of Lot 1B, being RL66.5. 	<p>Goodman Drawings titled:</p> <ul style="list-style-type: none"> Estate Works + DHL Project (PA#1) – Bulk Earthworks Plan OAK PA1 11 (D) 	<p>Goodman Drawings titled:</p> <ul style="list-style-type: none"> Estate Works + DHL Project (PA#1 – MOD 5) – Bulk Earthworks Plan OAK PA1 11 (G) <p>AT&L Drawings titled:</p> <ul style="list-style-type: none"> Bulk Earthworks Plan C005 Rev C Bulk Earthworks Sections Sheet 1 C006 Rev C Bulk Earthworks Sections Sheet 2 C007 Rev C
<ul style="list-style-type: none"> Construct the biodiversity basin. 		<p>AT&L Drawings titled:</p> <ul style="list-style-type: none"> Bio-Retention Basin Details C060 Rev B Siteworks Plan Sheet 4 C014 Rev B Siteworks Plan Sheet 5 C014 Rev B
Construction of earth retaining walls to the perimeter of Lot 1C.		<p>AT&L Drawings titled:</p> <ul style="list-style-type: none"> Bulk Earthworks Plan C005 Rev B Bulk Earthworks Sections Sheet 1 C006 Rev C Bulk Earthworks Sections Sheet 2 C007 Rev C
Staging	<p>Goodman Drawing titled:</p> <ul style="list-style-type: none"> CENTRAL Concept Plan (CP#1) Estate Road Staging OAK s75W SK02(B) 	<p>AT&L Drawing titled:</p> <ul style="list-style-type: none"> Infrastructure Staging Plan SKC112 Issue P3
Landscaping surrounding the road extension and within Biodiversity Lots A&B.		<p>Site Image Drawings titled:</p> <ul style="list-style-type: none"> Master Plan 001 Rev F. Landscape Zone Plan 002 Rev F

PROPOSED WORKS	APPROVED PLAN	PROPOSED PLAN
		<ul style="list-style-type: none"> ▪ Landscape Setout & Hardworks Plan 101 Rev E ▪ Landscape Setout & Hardworks Plan 102 Rev E ▪ Landscape Setout & Hardworks Plan 103 Rev F ▪ Landscape Setout & Hardworks Plan 104 Rev F ▪ Landscape Planting Plan 401 Rev D ▪ Landscape Planting Plan 402 Rev D ▪ Landscape Planting Plan 403 Rev E ▪ Landscape Planting Plan 404 Rev E ▪ Landscape Planting Plan 405 Rev D ▪ Sections & Details 501 RevC ▪ Master Plan 011 Rev D ▪ Landscape Setout & Hardworks Plan 111 Rev C ▪ Landscape Setout & Hardworks Plan 112 Rev C ▪ Landscape Setout & Hardworks Plan 113 Rev C ▪ Landscape Setout & Hardworks Plan 114 Rev C ▪ Landscape Setout & Hardworks Plan 115 Rev C ▪ Landscaping Planting Plan 411 Rev C

PROPOSED WORKS	APPROVED PLAN	PROPOSED PLAN
		<ul style="list-style-type: none"> ▪ Landscaping Planting Plan 412 Rev D ▪ Landscaping Planting Plan 413 Rev C ▪ Landscaping Planting Plan 414 Rev C ▪ Landscaping Planting Plan 415 Rev C

It is noted that the civil drawings referred to above are provided for assessment purposes only. It is only requested that AT&L plan ref C010 Rev C (Siteworks Sheet 1) is approved, which details the extent of the overall works package.

Earthworks

To achieve the proposed new ground level RLs detailed in the civil works package, a total of 143,400m³ of fill is proposed to be imported to the site. This fill will be Excavated Natural Material (ENM).

The quantum of fill required for each component of the site works is detailed in the AT&L Report at ***Attachment B***.

The quantum of fill importation for which consent is sought as part of this modification is 109,400m³, being the fill required to achieve the amended ground levels over and above that which was required to fill to the already approved ground levels (some of this filling has been completed and some is yet to be undertaken).

Bulk Earthworks for Estate Road extension and associated biodiversity basin

Cut to fill and imported fill bulk earthworks are proposed as required to achieve the given design plan finish levels to the Stage 2 Estate Road extension and new biodiversity basin. The estimated earthworks volumes associated with these works are:

- Onsite cut – 5,200m³
- Fill – 18,500m³
- Net required imported fill - 13,300m³.

Raising of Bulk Earthworks Levels to Lot 1C

Imported fill is proposed to raise the current approved bulk earthworks level of Lot 1C by an average 1.5m from the current Project Approval Pad RL of 65.0 to proposed new RLs ranging between RL 66.26 and RL 67.0. This increase in filling is desired in order to marry the pad level of 1C to that of the Project Approved pad level of Lot 1B (average RL 66.5). The estimated imported fill required for this component is:

- 109,400m³ from the current Lot 1C Project Approved Level, or
- 130,100m³ from the current existing on site Lot 1C As-Built fill levels.

Approval is therefore sought for the importation of 109,400m³ of fill.

Appendix E to the AT&L Design Report at **Attachment B** includes the Bulk Earthworks specification for the subject works, including for the required importation of fill.

Staging

It is proposed that the works be constructed in accordance with the Staging Plan at **Attachment C** to this report. Whilst the whole site staging is included on that plan, the Concept Plan and Project Approvals to date only relate to works within Stage 3-5 which are detailed below. Stages 1 and 2 have already been completed. Stages 6-8 do not involve works subject to this application.

Stage 3

- Bulk Earthworks for Lots 1C and parts of Lots 1B and 2B.

Stage 4

- Estate Road – Stage 2 (including internal water and power).
- Temporary turning circle.
- Biodiversity basin.
- Culvert Crossing.
- Construct buildings to Lots 1A, 1B, 1C and 2B.
- Lead-in watermain Phase 2.

Stage 5

- VMP works.

Supporting Documentation

The proposed works are detailed on the following reports and plans accompanying this application:

- Oakdale Central – Infrastructure Stages 3&4 s75W Civil Design Report prepared by AT&L.
- Civil Works drawings package prepared by AT&L.
- Open Space plans prepared by Site Image.
- Staging Plan prepared by AT&L.
- Plan Package detailing Application Scope, Subdivision, Land Uses, Vegetation Management, and Bulk Earthworks prepared by Goodman.

2.2 SUMMARY OF PROPOSED MINOR MODIFICATIONS TO CONCEPT & PROJECT APPROVAL

The following outlines the applications to which the individual modifications relate.

TABLE 3 – REQUIRED MODIFICATIONS

DESCRIPTION OF WORKS	CHANGE TO CONCEPT APPROVAL	CHANGE TO PROJECT APPROVAL
Widening of Lot 1C by 20m to provide a total lot size of 4.64ha.	Yes – Amendment to approved Subdivision Plan.	Yes – Amendment to approved Subdivision Plan and Condition of Consent, and VMP.
Construction of Stage 2 of the Estate Road	Yes – Minor change to the Road Alignment.	Yes – Amendment to approved Site Plan and DHL Stage 1&2 Site Plan
Reconfigure Stormwater Biodiversity Basin in Biodiversity Lot B	Yes – Amendment to Stormwater Report and Stormwater Strategy Plan prepared by GHD	Yes – inclusion of Civil Work drawings to undertake construction of biodiversity basin.
Bulk Earthworks to construct Estate Road extension. This will involve 3,700m ³ cut plus 12,100m ³ of imported fill.	No Change	Yes – Additional bulk earthworks and civil drawings to supplement existing approval
Bulk Earthworks to construct the Biodiversity Basin. This will involve 1,500m ³ cut and 6,400m ³ of imported fill.	Yes – Amendment to Bulk Earthworks Plan	Yes - Inclusion of Bulk Earthworks plan as part of the approved plan package.
Bulk Earthworks to raise the level of Lot 1C to match the pad level of Lot 1B. Importation of 130,100m ³ fill needed.	Yes – Amendment to Estate Works & DHL Civil Works Bulk Earthworks Plan	Yes – Amendment to Estate Works & DHL Civil Works Bulk Earthworks Plan
Construction of earth retaining walls to the perimeter of Lot 1C	Yes – Amendment to Estate Works & DHL Civil Works Bulk Earthworks Plan	Yes – Amendment to Estate Works & DHL Civil Works Bulk Earthworks Plan

2.3 DETAILED PROPOSED CHANGES TO CONDITIONS – CONCEPT APPROVAL

It is requested that the following modifications be made to the relevant current conditions of the Concept Plan Approval.

General Terms of Approval

Condition 1

Concept plan approval is granted for

- (a) Subdivision of the site;
- (b) Bulk earthworks across the site;
- (c) Development of a regional distribution park of warehouses, distribution centres and freight logistic facilities consisting of
 - ~~45.27 hectares~~ **45.76 hectares** for employment generating uses;
 - ~~2.74~~ **1.74 hectares** for regional road reserves;
 - 2.64 hectares for local road reserves;
 - 1.0 hectares for services;
 - ~~10.56 hectares~~ **10.07 hectares** for environmental conservation; and
 - Upgrade of Old Wallgrove Road and the Old Wallgrove Road/Wallgrove Road intersection to service the site;
- (d) Provision of a range of associated infrastructure to provide essential services to the site; and
- (e) Provision of a range of ancillary developments/facilities to service the site including child care facilities, neighbourhood shops, and recreational facilities.

Note: The general scope of this approval is depicted in the

- ~~Concept master plan (Appendix 1); and~~ **CENTRAL Concept Plan (CP#1 – MOD 2) Scope of Application OAK CP1 02(E) dated 2 October 2012**
- Plan of subdivision of Lot 2 DP 120673, as detailed in drawing **Estate Works + DHL Project (PA#1 – MOD 5) Subdivision of Lot 2 DP 120673 OAK PA1 12(G) dated 2 October 2012**

2.4 DETAILED PROPOSED CHANGES TO CONDITIONS – PROJECT APPROVAL

It is requested that the following modifications be made to the relevant conditions of the Project Approval.

Schedule 2: Administrative Conditions

Terms of Approval

Condition 2

The proponent shall carry out the project generally in accordance with the

- (a) EA
- (b) Response to Submissions
- (c) Statement of Commitments
- (d) **modification application 08_0065 Mod 1 with supporting document titled Proposed s75W Modifications to Oakdale Central and DHL Logistics Hub, Oakdale Industrial Estate, Horsley Park EA prepared by Goodman Ltd and dated October 2010; modification application 08_0066 MOD 3 with supporting document titled Application to Modify Project Approval No 08_0066 prepared by BBC Consulting Planners and dated 26 May 2011 and Drawing Nos. OAK PA1 08 (G) dated 15 June 11, OAK PA1 09 (E) dated 21 April 11, OAK PA1 10 (E) dated 21 April 11, OAK PA1 10B (E) dated 21 April 11; and modification application 08_0066 MOD 4 with supporting document titled Proposed section 75W Modification to MP08_0066 prepared by Urbis and dated August 2012 and Architectural Drawings prepared by SBA Architects No. Oak PA1 01(F), OAK PA1 02**

(F), OAK PA1 03 (F), OAK PA1 04 (F), OAK PA1 05 (F), OAK PA1 06 (F), OAK OA1 07 (F), OAK PA1 11(F), OAK PA1 12(F) and Landscape Plans prepared by Site Image No. L01 Rev D, L02 Rev D, L03 Rev D, L04 Rev D, L05 Rev D, L06 Rev D; and modification application 08_0066 MOD5 with supporting document titled Proposed s75W Modifications to MP08_0065 and MP 08_0066 prepared by Urbis and dated October 2012 and Drawings prepared by Goodman no. OAK PA1 01(G), OAKPA1 02(G), OAKPA1 11(G), OAKPA1 12(G), and drawings prepared by AT&L no. C010(C), C100(C), C101(C), C102(C), C104(C), SKC112(P3), and drawings prepared by Site Image no. 001 (F), 002 (F), 101 (E), 102 (E), 103 (F), 104 (F), 401 (D), 402 (D), 403 (E), 404 (E), 405 (D), 501 (C), 011 (D), 111 (C), 112 (C), 113 (C), 114 (C), 115 (C), 411 (C), 412 (D), 413 (C), 414 (C), 415 (C).

(e) Conditions of Approval **as amended**

Subdivision

Condition 12

The Proponent may subdivide the land in general accordance with the subdivision plan ~~OAK PA1 12(E)~~ **OAK PA1 12(G) dated 2 October 2012**. However, prior to obtaining a subdivision certificate, the Proponent shall prepare a final subdivision plan for the land in consultation with Council and to the satisfaction of the Director-General.

Note: Any easements in the subdivision plan must nominate Council as the authority to release, vary or modify the easement. The form of the easement must be in accordance with Council's standard recitals for terms of easements, or the standard form for easements accepted by the Department of Lands.

Schedule 3: Specific Environmental Conditions

Creek Crossing

Condition 4

~~All road crossing over the tributary to Ropes Creek and Ropes Creek shall be bridge structures.~~

Condition 5

Prior to the construction of the ~~bridge~~ crossing over the Ropes Creek tributary, the Proponent must provide a copy of the final design to the Director-General, demonstrating that the ~~bridge~~ crossing has been designed:

- (a) in consultation with DPI and DWE; and
- (b) having regard to DPI's *Policy and Guidelines for Fish Friendly Waterway Crossings* and DWE's *Guidelines for controlled activities - Watercourse crossings*

Construction

Condition 11

During construction the Proponent shall implement and maintain all erosion and sediment control measures detailed in the ~~Soil and Water Management Plan~~ Erosion and Sedimentation Control Plan prepared by AT&L and dated **11 October 2012** including drawing number **C100 RevC, C101 RevC, C102 RevC, C103 RevC, C104 RevC**, submitted with the modification application no.5.

Condition 12

Within 6 months of this approval the Proponent shall revise drawing number ~~21-16225-CO11 Rev 2~~ **C100(C), C101(C), C102(C), C103(C), C104(C)** to include erosion and sediment controls for the whole site.

2.5 REASON FOR THE MODIFICATIONS

The following table sets out the reasons for each of the proposed modifications.

TABLE 4 – REASONS FOR THE MODIFICATIONS

DESCRIPTION OF WORKS	REASON FOR THE MODIFICATION
Widening of Lot 1C by 20m	Lot 1C will be increased in area by 5000m ² to allow for greater flexibility in the ultimate development of the lot in line with likely future tenant requirements (subject to separate approval).
Bulk Earthworks to raise the level of Lot 1C	For ease of construction and to provide flexibility in the design and operation of future building/s on Lots 1C and 1B it is proposed that these allotments be at a consistent level. This requires an additional 109,400m ³ of fill.
Construction of earth retaining walls to the perimeter of Lot 1C	The raising of Lot 1C from the approved level requires the provision of retaining walls along the site boundaries.
Bulk Earthworks to raise level of Estate Road	To enable access to new RL of Lots 1C and 2B. The quantum of additional fill required to construct the Estate Road is 8,400m ³ .
Reconfiguration and bulk earthworks associated with the Stormwater Biodiversity Basin in Biodiversity Lot B	The widening of Lot C requires the reconfiguration of the approved biodiversity basin. The basin will be narrowed as a result of the modifications however it will still adequately accommodate the overland flow from the estate road to minimise flooding impacts. Reconfiguration of the biodiversity basin requires a change to the extent of bulk earthworks on the site. The quantum of additional fill required to construct the Biodiversity Basin is 4,900m ³ .
Change to the Estate Road alignment	The minor change in road alignment is required to accommodate the most suitable location for the required creek crossing.
Construction of Stage 2 of the Estate Road and associated bulk earthworks.	To enable construction and operational vehicular access to Lots 1B, 1C and 2B and ultimately further west subject to future approvals. The quantum of additional fill required to construct the Estate Road is 8,400m ³ .
Amendment to Schedule 3 Conditions 4 & 5 - Creek Crossing	It is proposed to remove the reference to 'bridge' crossing within these conditions to allow the construction of a culvert below the roadway extension.

3 Subject Site and Context

The land to which this modification relates forms part of the Oakdale Estate, a land area of 421 hectares located in Horsley Park and Kemps Creek in Western Sydney. The overall Estate is located within the Penrith and Fairfield local government areas, and forms part of the Western Sydney Employment Area (WSEA). The WSEA is an important regional hub for major logistics, distribution, warehousing and production industries, in large part due to its excellent access to Sydney's key arterial road network.

The land the subject of this application comprises Lot 2 DP 120673, and is designated as the Central Precinct of the Oakdale Estate. The site has a total area of 61 hectares and is located wholly within the Fairfield local government area. Prior to commencement of development works on the site, it was used for low intensity agriculture and quarrying operations.

Land use in the broader locality reflects the changing nature of Western Sydney and includes a mix of rural, rural-residential, extractive industry and special uses (schools, retirement village as well as water and electricity infrastructure).

The site is reasonably flat, with natural ground levels ranging from approximately 55m AHD adjacent to Ropes Creek to 75m AHD at Old Wallgrove Road. The south western area of the site accommodates a localised hill with an elevation of up to about 78m AHD.

Figures 1 & 2 show the site in its regional context as well as the approved subdivision plan layout.

FIGURE 1 – SITE IN ITS REGIONAL CONTEXT

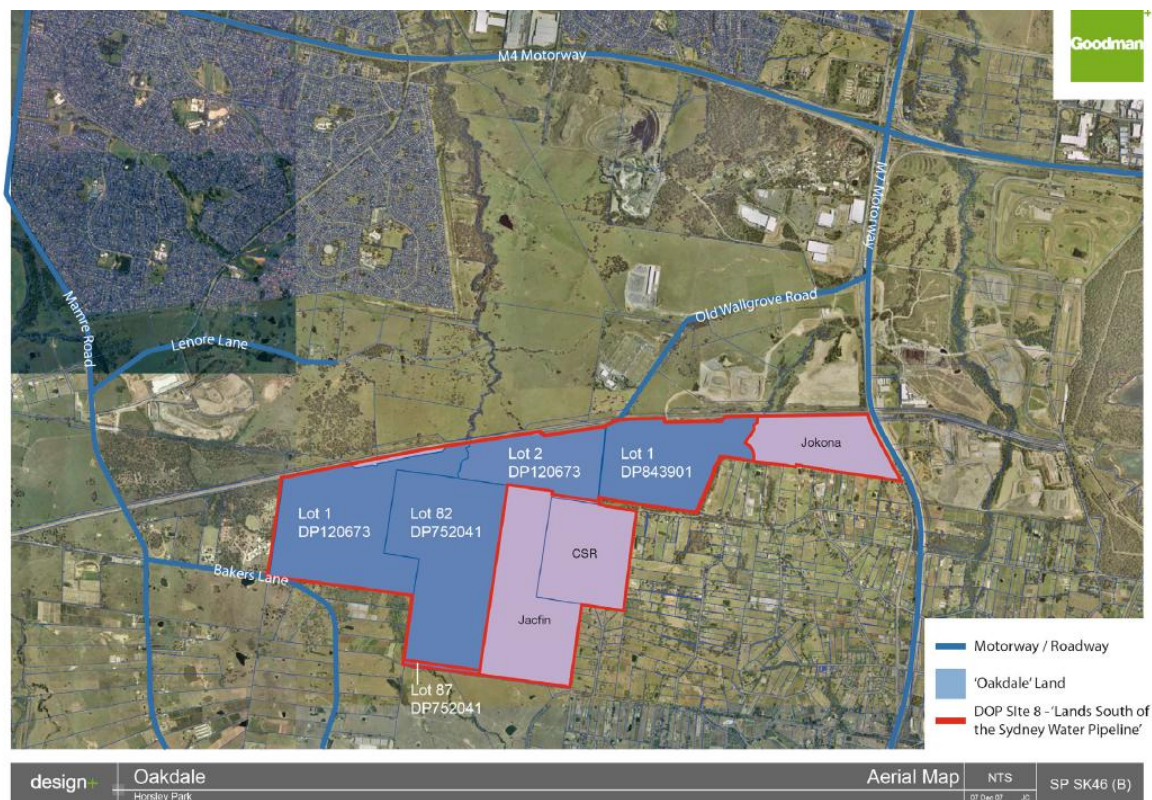
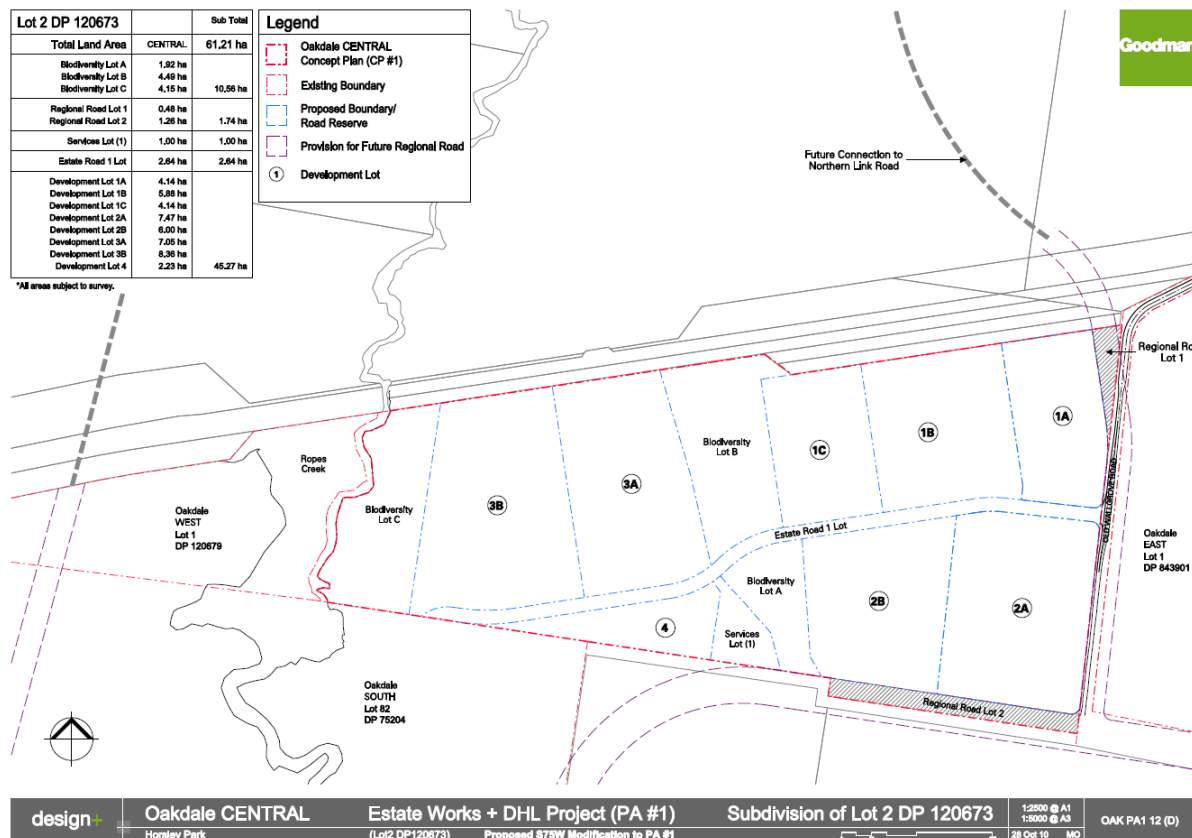


FIGURE 2 – APPROVED SUBDIVISION PLAN MP 08_0066 MOD 1



4 Consultation with Authorities

Consultation has been undertaken with a number of authorities in respect to the proposed modifications, as detailed below.

4.1 DPI AQUATIC HABITAT PROTECTION UNIT

On 18 July 2012, a letter was sent to DPI Aquatic Habitat Protection Unit seeking their review of the proposed civil works and landscape design. Their input was sought specifically in respect to Conditions 4 and 5 contained within Schedule 3 to the Concept Approval which require

- All road crossings over Ropes Creek and its tributary to be bridge structures
- Consultation with Department of Primary Industries and Department of Water & Energy in respect to the final design of such bridge crossings prior to final sign off by NSW Department Planning & Infrastructure.

Subsequent correspondence via email from DPI Aquatic Habitat Protection Unit on 19 July 2012 has confirmed that they have *“no objections to the planned designs for the culvert. The designs are aligned with Fisheries policy and guidelines for waterway crossings”*.

A copy of AT&L's letter and the Department's email response is included at **Attachment D**.

4.2 NSW OFFICE OF WATER

On 18 July 2012 a letter was sent to NSW Office of Water also seeking their review of the proposed civil works and landscape design in relation to the requirements of Conditions 4 and 5 within Schedule 3 of the Concept Approval, which in relation to Office of Water, required:

- All road crossings over Ropes Creek and its tributary to be bridge structures; and
- Consultation with Department of Primary Industries and Department of Water & Energy in respect to the final design of such bridge crossings prior to final sign off by NSW Department Planning & Infrastructure.

Plans showing the same culvert design were reviewed and deemed acceptable by Greg Brady (Office of Hawkesbury Nepean) in 2010. Given there has been no significant change to the proposed design or floodway since 2010, it is considered that these plans will also be acceptable to NSW Office of Water.

A copy of the email correspondence from 2010 is included at **Attachment D**.

5 Environmental Assessment

5.1 ASSESSMENT CRITERIA

Part 3A of the EP&A Act under which the original proposals were assessed and approved was repealed on 1 October 2011. The savings provisions to the amended legislation require that all modifications to approvals made under the former Part 3A continue to be assessed under that framework.

The former s75W of the Act allows modifications to be made to Project and Concept Plan approvals. This clause also provides that following lodgement of a request to modify an approval, the Director-General may issue updated Environmental Assessment Requirements (DGRs) to guide the assessment and determination of modifications. Goodman representatives met with officers from the Department of Planning & Infrastructure and it was agreed that given the relatively minor nature of the proposed modification revised DGRs were not required, and an assessment of the proposal would be undertaken against the original DGRs issued for the Concept Plan and Project Applications.

In the context of the existing Concept and Project Approvals, the proposed modifications are considered to be of a minor nature, and generally align with the nature and scale of the approved Estate Development as:

- the proposed modifications would not result in significant additional environmental impact subject to appropriate management;
- the proposed modifications do not alter the purpose or broad layout of the project; and
- the concept plan and project as modified would remain compliant with the applicable development controls.

The following table identifies where the DGRs are addressed within this report.

TABLE 5 – DIRECTOR GENERAL'S REQUIREMENTS

GENERAL REQUIREMENTS & KEY ISSUES	REPORT SECTION
Executive Summary	Not provided due to minor scale of report
Detailed description of existing site and land use	Section 3
Detailed description of the concept plan and proposal including <ul style="list-style-type: none">▪ the need for the proposal▪ the alternatives considered▪ engineering and/or architectural plans▪ various components and stages of the project	Section 2
Consideration of any relevant statutory provisions, including whether the proposal is consistent with the objects of the EP&A Act 1979	Section 4.2.1
General overview of all the environmental impacts of the proposal, identifying the key issues for further assessment and taking into consideration the issues raised during consultation.	Section 4

GENERAL REQUIREMENTS & KEY ISSUES	REPORT SECTION
<p>Detailed assessment of the key issues specified below, and any other significant issues identified in the general overview of environmental impacts of the proposal, which includes</p> <ul style="list-style-type: none"> a description of the existing environment an assessment of the potential impacts of the proposal, including cumulative impacts; a description of the measures that would be implemented to avoid, minimise, mitigate, offset, manage and/or monitor the impacts of the proposal. 	<p>Section 3</p> <p>Section 4</p> <p>Section 4</p>
Draft Statement of Commitments	No change proposed to those already detailed and approved
Conclusion justifying the proposal, taking into consideration the environmental impacts of the proposal, the suitability of the site and the benefits of the project	Section 5
A table indicating where each of the Director-General's requirements have been addressed in the Environmental Assessment	Section 4
A signed statement from the author of the Environmental Assessment certifying that the information contained in the report is neither false or misleading.	Inside cover of this report
Site Layout & Design	
<ul style="list-style-type: none"> Subdivision including site coverage, lot sizes and positioning of lots 	Section 2 and accompanying Subdivision Plan
<ul style="list-style-type: none"> Development controls and guidelines for the design and future development of the site covering, but not limited to, building heights and design, setbacks, floor space ratio, stormwater management and drainage, flooding, access and parking, landscaping, waste removal and storage, and energy and water efficiency/conservation requirements 	Not relevant to the proposed modifications
<ul style="list-style-type: none"> Demonstrate that the proposal is generally consistent with Draft SEPP (Western Sydney Employment Hub) 2008 and any relevant DCP and justify any consequences. 	Section 4
Infrastructure Requirements	
<ul style="list-style-type: none"> A detailed written and graphical description of the infrastructure required on-site 	No change proposed to previous approvals
<ul style="list-style-type: none"> The identification of the infrastructure upgrades that are required off-site to facilitate the orderly and economic development of the project, and a description of the arrangements that would be put in place to ensure these 	No change proposed to previous approvals

GENERAL REQUIREMENTS & KEY ISSUES	REPORT SECTION
upgrades are implemented in a timely manner and maintained;	
<ul style="list-style-type: none"> A description of how the provision of infrastructure both on and off site would be co-ordinated and funded to ensure the necessary infrastructure is in place prior to the detailed development of the site; 	No change proposed to previous approvals
<ul style="list-style-type: none"> Maintaining access to public utility infrastructure. 	No change proposed to previous approvals
Planning Agreement/developer contributions	No change proposed to previous approvals.
Traffic <ul style="list-style-type: none"> Including details of the traffic volumes likely to be generated during construction and operation, an assessment of the predicted impacts of this traffic on the safety and capacity of the surrounding road network, and an assessment of the cumulative impact of traffic volumes from the proposal together with the existing and approved development in the area. Particular consideration is to be given to the ability of the Old Wallgrove Road/Wallgrove Road and M7 Interchange to safely and efficiently accommodate the proposals. 	Section 4
Soil & Water <ul style="list-style-type: none"> Including water supply and efficiency, proposed erosion and sediment controls (during construction); the proposed stormwater management system for the DHL Logistics Hub; detailed consideration of any potential offsite drainage or flooding impacts; consideration of the potential for rainwater harvesting; wastewater disposal; and soil salinity and contamination. 	Section 4
Noise <ul style="list-style-type: none"> Including construction, operational and traffic noise 	Section 4
Visual	No changes proposed to previous approvals
Flora & Fauna <ul style="list-style-type: none"> Including an assessment of any impacts on critical habitats, threatened species, populations or ecological communities and their habitats in the region. Details of measures to enhance and protect the riparian zone should also be provided. 	Section 4

GENERAL REQUIREMENTS & KEY ISSUES	REPORT SECTION
Heritage <ul style="list-style-type: none"> ▪ Including Aboriginal and non-Aboriginal 	Section 4
Air Quality	Section 4
Greenhouse Gas and Energy Efficiency <ul style="list-style-type: none"> ▪ Including an assessment of the energy use on site and demonstrate what measures would be implemented to ensure the proposal is energy efficient 	Section 4
Waste Management <ul style="list-style-type: none"> ▪ During construction and operation 	Section 4
Hazards	Section 4

5.2 PLANNING ASSESSMENT

5.2.1 RELEVANT PLANNING CONTROLS

The proposed modifications have been considered against the relevant provisions contained in the following:

- *Environmental Planning & Assessment Act 1979.*
- *State Environmental Planning Policy (Western Sydney Employment Area) 2009 (SEPP WSEA).*
- *Fairfield City Wide DCP 2006.*
- *Oakdale Central Development Controls –Oakdale Central Concept Plan and DHL Project.*

Environmental Planning & Assessment Act 1979

Section 5 of the EP&A Act sets out the Objects of the act, as being:

- (a) *To encourage*
 - (i) *The proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.*
 - (ii) *The promotion and co-ordination of the orderly and economic use and development of land*
 - (iii) *The protection, provision and coordination of communication and utility services;*
 - (iv) *The provision of land for public purposes;*
 - (v) *The provision and co-ordination of community services and facilities, and*
 - (vi) *The protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats; and*
 - (vii) *Ecologically sustainable development, and*
 - (viii) *The provision and maintenance of affordable housing, and*
- (b) *To promote the sharing of the responsibility for environmental planning between the different levels of government in the State; and*

- (c) *To provide increased opportunity for public involvement and participation in environmental planning and assessment.*

The proposed modifications are considered to be consistent with and do not detract from the achievement of the Objects of the Act. The proposed modification to the two approvals pays due regard to the environmental sensitivities on the site yet will provide for the future economic use of the land for industrial and employment purposes.

SEPP Western Sydney Employment Area (2009)

The site is located within *Precinct 8 - South of Sydney Catchment Authority Warragamba Pipelines* under the SEPP. The SEPP zones the Site IN1 General Industrial. The relevant clauses are addressed below.

Part 5 Principal development standards

The proposed works comply with the principal developments standards contained in the SEPP. This is demonstrated in the assessment table attached at **Attachment E**.

Fairfield City Wide DCP 2006

Development controls for industrial development are outlined under Chapter 9 of the DCP. The Council's controls aim to provide industrial development that will:

- Be compatible with its development site;
- Support quality design with workforce amenity as a priority;
- Be environmentally sustainable with minimum impact on air and water quality, reduce noise impacts; and
- Reinforce recycling and waste management principles.

The proposed site preparation, environmental protection and infrastructure works will enable the site to accommodate the warehousing, distribution and light industrial uses ultimately envisaged for the land. The ultimate development will be in accordance with the objectives of the DCP. This proposal is in accordance with the relevant provisions of the DCP. This is demonstrated in the assessment table attached at **Attachment F**.

Oakdale Central Development Controls

The Oakdale Central Development Controls were prepared by Goodman as part of the Major Project Environmental Assessment, and were designed to be consistent with development standards for other sites in the Western Sydney Employment Area. This proposal is in accordance with the relevant development controls. This is demonstrated in the assessment table at **Attachment G**.

5.3 ENVIRONMENTAL ASSESSMENT

For the sake of completeness, the following Environmental Assessment is undertaken having regard to the potential impacts generated from the total fill importation to be undertaken (being 143,400m³), not just the quantum for which the modified consent is sought (being 109,400m³).

5.3.1 SUBDIVISION

The proposed realignment of the Lot 1C boundary 20m to the west will improve the efficiency of the pad and allow for greater flexibility in the ultimate development of the lot in line with likely future tenant requirements (subject to separate approval). The lot will increase by 5000m² from the previously approved subdivision, to total 4.64ha in area.

Realignment of the boundary will reduce the area of the neighbouring Biodiversity lot B, however the CRZ of 20m and additional riparian zone of 10m identified for the Category 2 stream within the biodiversity lot in the original GHD Riparian Area Assessment will not be impinged upon.

5.3.2 TRAFFIC

Existing Conditions

The site is located within an identified, developing industrial precinct and as such, the surrounding road network and internal road layout were designed to accommodate frequent heavy vehicle movements associated with large warehousing and distribution operations. The road hierarchy in the vicinity includes the following roads – M7 Motorway (major arterial road); Wallgrove Road (Classified Road); Old Wallgrove Road (local road); Estate Road (Local Road); Northern Link Road (major new road currently under construction).

Traffix has undertaken traffic surveys at the most critical intersection nearest the site, being that of Wallgrove Road and Old Wallgrove Road immediately north-east of the site. This intersection operates unsatisfactorily under the existing 'base case' scenario, with a Level of Service F at the AM peak period. The Traffix report notes that this layout is proposed to be upgraded in line with the construction of the approved Northern Link Road.

A mid-block capacity analysis was also undertaken by Traffix on Old Wallgrove Road. This found that there is presently sufficient spare midblock capacity within the network.

The Concept Plan and Project Approval granted consent for operational traffic generation rates that could be accommodated within the planned capacity levels of the surrounding road network.

Proposed Traffic Levels and Impacts

Access to the site will be retained via the existing private Estate Road. Traffic movements associated with the road construction and site preparation works are summarised in the table below:

TABLE 6 – SUMMARY OF CONSTRUCTION VEHICLE MOVEMENTS

MATERIAL/PURPOSE	NO/AREA/VOLUME	TRUCK SIZE	TOTAL NO. TRUCKS
Importation of Fill	286,800 tonnes	25t tipper	11,472
Roadbase and Sub-Base Material	10,560 tonnes	25t tipper	422
Asphalt	1,050 tonnes	12t bogie	88
Stormwater Pipes	667 pipes	12t hiab	56
Stormwater Culverts	50 culverts	12t hiab	17
Retaining walls Keystone Blocks	1,590 tonnes	12t hiab	133
Pipe sand bedding/backfill	760 tonnes	12t bogie	63
Landscape topsoil, plants & materials	3,260 tonnes	25t truck	130
Total	n/a	n/a	12,381
Maximum Trucks Per Day (based on 162 day construction period)			80 trucks/day (10 per hour over an 8 hour day)

The critical period for truck movements will occur during fill importation to the site which is expected to comprise the first stage of work.

In addition, it is anticipated that there will be a maximum 15 construction workers on site at any one time. Each worker's car will make 2 to 4 movements per day to and from site.

The equipment used for the onsite grading works will be floated onto/off the site at the beginning and end of the construction period. Approximately 2 to 4 floats per construction vehicle will be required over the life cycle of the project. These movements will generally be undertaken in the early morning hours. These construction vehicles will include:

- Various 3 to-24 tonne tippers
- 7 tonne excavator/s
- 20 tonne excavators
- 30T excavator/s
- Bobcat/s
- Backhoe
- D6 Dozer
- 140 grader
- 10T smooth drum roller
- 10T pad foot roller
- 815 compactor
- Water cart
- Asphalt trucks, spreaders, compactors

Intersection Performance During Construction

The peak truck movements will occur during importation of fill material at the commencement of the proposed works. This involves up to 20 truck movements per hour (10 trucks per hour) over an 8 hour day. The additional traffic proposed will have **minimal impact** on the critical intersection of Old Wallgrove Road/Wallgrove Road/M7 Ramps with no change to existing Levels of Service. Average delays during the critical AM peak will increase moderately however this can readily be improved by increasing the cycle time at the intersection. In the event that the RMS was to not accept increasing the overall signal cycle time for any reason, then the moderate increase is still considered acceptable having regard for the limited duration over which these delays are likely to occur.

Mid Block Capacity Analysis Results

The mid block capacity analysis shows that there is sufficient capacity to accommodate the traffic generated by the proposed development. Old Wallgrove Road currently operates at a maximum of only 20% of its potential capacity. This will increase to a maximum of 21% with the development traffic when taking into consideration the higher proportion of heavy vehicles during construction.

Proposed Mitigation Measures

The Traffic Report recommends a number of measures to minimise impacts generated by the proposed traffic movements:

Access and Pedestrian Control – All work areas will be appropriately fenced to prevent unauthorised pedestrian access to the site. This includes works to the Estate Road which does not experience any pedestrian movements in the vicinity of the proposed works. In this regard, detailed pedestrian detour or signage plans are not considered necessary at this stage.

Work Zone Requirements – No Work Zones are proposed or considered necessary at this stage. All work will be undertaken within the confines of the overall site.

Truck Routes – The proposed truck routes are shown at Figure 4 in the Traffix Report and should be provided to all drivers prior to attending the site. These routes seek use of the arterial road network as much as possible with the use of local streets only where required.

Conclusion

The Traffix report concludes that the traffic impacts associated with construction traffic will be short term only and can be accommodated with minimal impact on the surrounding network.

5.3.3 SOIL & WATER

Existing Conditions

As part of the MoP Concept and Project Approvals obtained for the site to date, GHD prepared a precinct wide stormwater management strategy which forms the basis of the stormwater management design proposed for the site. Refer *Oakdale Concept Plan – Water Sensitive Urban Design Strategy Dated September 2010*.

Infrastructure stages 1 and 2 are now built and the Site is now proposed to collect the stormwater from the now constructed Stage 1 (Estate Rd -Ch 0- Ch 260 & the associated constructed DHL buildings on lot 2a) & divert this storm water along the proposed road extension prior to discharging into the proposed WSUD basin adjacent lot 1C.

The stormwater catchment associated with the works is approximately 26.7 ha. The stormwater drainage system has been designed using DRAINS and MUSIC modelling software to meet Council requirements and the recommendations contained in the *Oakdale Concept Plan – Water Sensitive Urban Design Strategy (2010)* which was prepared by GHD as part of the preceding Major Project approvals to accommodate the amount of water expected.

A summary of Council and GHD requirements and recommendations adopted for the revised stormwater management strategy is listed below:

- OSD of 250m³/ha of developable site area. OSD will have restricted outlet sizes based on a permissible site discharge of 140L/s/ha.
- OSD to mitigate post development flows to pre-developed flows for peak Average Recurrence Interval (ARI) events.
- WSUD to achieve target reductions:
 - 85% Total Suspended Solids (TSS)
 - 65% Total Phosphorus (TP)
 - 45% Total Nitrogen (TN)
 - 90% Gross Pollutants (GP)
- Finished Floor Levels (FFL) to have minimum 300mm freeboard to 100 year overland flows.
- Rainwater tanks are desirable for reuse for irrigation, toilet and other non-potable water uses. No set guidelines are provided and are subject to separate on-lot DAs.

Proposal and Potential Impacts

Stormwater Management

DRAINS modelling software has been used to calculate the Hydraulic Grade Line (HGL) of the stormwater pipes and the On-Site Detention (OSD) Volume. MUSIC modelling software has been used to evaluate pollutant loads from the developed site. Both the DRAINS and MUSIC data files are included in the AT&L report at **Attachment B**.

On-site Detention

The total catchment area draining towards the new proposed WSUD biodiversity basin adjacent to Lot 1C equates to 26.7Ha.

This new biodiversity basin is intended to capture and meet the WSUD water quality needs of the following sub catchments:

- The existing and proposed Estate Road from Ch 0 to approx. Ch850.
- The existing DHL buildings, hardstand and landscape areas as currently developed on Lot 2A.
- The proposed future industrial developments to Lots 1C, 2B and 4.

The basin is primarily not intended to capture OSD however it has been designed to accommodate OSD from the Estate Road sub catchment (i.e. Ch 0 to approx Ch 850).

The Civil Design Report states that in addition to the above, the building lots 1A, 1B, 1C, 2A, 2B and 4 have been modelled to capture and treat OSD individually within the bounds of each lot, prior to discharging into the roadwork and ultimately towards the northern swale or new bio-diversity basin.

The construction of OSD on individual lots will be subject to future development proposals for the development of the allotments.

Overland Flow

Overland flows within the road have been designed to be safely conveyed within the road carriageway.

Water Quality

The proposed biodiversity basin has been designed to provide stormwater quality treatment for the sub catchments that it serves.

Erosion and Sediment Control

The Current Project Approved Sediment and Erosion and Control plan prepared by GHD is appended to the AT&L Civil Design Report at **Attachment B**. The earthworks shown on these plans are now built and for this reason these plans are now effectively obsolete.

The Soil & Water Management Plan attempts to minimise the impacts of sedimentation due to construction works by the following methods:

- 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.
- Provision of a strategy to preserve the existing alignment of the Ropes Creek Tributary whilst constructing the required adjacent new estate road creek crossing culverts (including the construction of a temporary earthen flood levy around the culvert construction area).
- Where future construction and building works are not proposed, the rapid stabilisation of disturbed and exposed ground surfaces with hydro-seeding.

The AT&L Report details the technical requirements, site investigation and phased implementation of the SWMP

The erosion control measures proposed for the site will comply with the requirements of Fairfield City Council and The Department of Environment, Climate Change and Water (DECC).

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.

Flooding

GHD has updated the flood modelling for the site originally undertaken for the approved Concept Plan, to reflect the updated design of the area surrounding the tributary represented on the AT&L drawings.

The study finds that flood extents for the 100 year event do not encroach on Lots 1C, 2B and 3A and recommended minimum finished floor levels have been identified that incorporate appropriate freeboard to the 100 year floor levels associated with the tributary. The proposed pad levels for 1C, 2B and 3A are above the minimum required finished floor levels.

In addition, the PMF event has been modelled and all pad levels are located with sufficient freeboard above the PMF level.

A copy of GHD's summary flood impact letter is included at **Attachment H**.

Conclusion

The proposed stormwater management measures are designed to adequately manage overland flow and runoff from the site generally in accordance with the originally approved stormwater management strategies and the relevant Council policies.

5.3.4 NOISE

Existing Conditions

It is noted that the subject site is located within an identified and developing industrial precinct with significant separation from sensitive land uses. Noise impacts resulting from earthworks and construction within the Oakdale Estate were assessed as part of the original Concept Plan and Project Applications and conditions were applied on each approval accordingly.

A Noise Impact Assessment has been prepared by SLR Consulting in respect to the proposed works which is included at **Attachment I**.

SLR Consulting has conducted monthly operator attended construction and operational noise monitoring surveys for the Oakdale development since August 2012. The survey results indicate that noise from road traffic, surrounding industry and noise associated with the general ambient environment are the main contributors to the acoustic environment during each monitoring survey. All survey results show that the construction activities associated with the Oakdale development comply with the relevant concept plan approved construction noise limits at all assessment locations. It is noted that during this period of noise monitoring approximately 300,000m³ of fill was transported onto the Oakdale site.

Proposal and Potential Impacts

An assessment of the potential noise impacts resulting from the increased traffic movements to and from the site has been undertaken by SLR consulting both in general terms and in respect to the approved conditions of consent. THE NIA identified that noise generation would result from various plant and equipment and road traffic noise.

Computer noise modelling was carried out to predict the noise level from the facility at the nearest affected receiver locations. Construction noise levels from the proposed development are predicted to comply with the construction noise goals established in accordance with the Interim Construction Noise Guideline (ICNG). The noise levels are also predicted to comply with the current Concept Plan Approval for the development.

No residential receivers are located on the route between the M7 Motorway and the Oakdale site. As a result there is no traffic noise impact between the M7 Motorway and the site. The increase in traffic noise levels from the M7 Motorway due to additional traffic from the development will be insignificant.

Conclusion

The proposed modifications, including the importation of a total 143,400m³ of fill would not be expected to generate additional adverse effects above those already considered and conditioned. Existing conditions would continue to apply. Where ongoing noise monitoring identifies levels that are close to the approved noise levels, mitigation measures would be implemented throughout the duration of the works to ensure that noise impacts are managed to an acceptable level.

5.3.5 AIR QUALITY

Existing Conditions

SLR Consulting has undertaken an Air Quality Report which is included at **Attachment J**.

Monitoring of dust levels was undertaken from April 2008-May 2009 to gauge the background level of dust deposition in the area. The results indicate that the background deposited dust levels surrounding the Oakdale site exceed the project air quality target for deposited dust and this should be taken into account when interpreting deposited dust levels during construction of the Oakdale Estate.

SLR conducted compliance deposited dust monitoring for the site since May 2010. Over this time, 300,000m³ of fill has been imported onto the site. During this time, deposited dust levels were below the measured background levels and below the maximum levels detailed in the Project Approval. The importation of 300,000m³ of fill did not increase deposited dust levels on the boundary of the project site.

Proposal and Potential Impacts

The most significant potential impact on air quality during the importation of fill and the earthworks phase of development is likely to be associated with dust and fine particulate materials, with key activities identified as:

- Ground breaking and site preparation;
- Excavation;
- Wind blown material from stockpiles;
- Material transfer to and from trucks; and
- Vehicle/plant movements on unpaved roads and over construction sites.

Given the historic unimproved land uses, it is considered that earthwork activities would not cause any significant odour emissions.

There is also the potential for earth moving vehicle and plant exhaust emissions to impact on air quality, including site vehicles, vehicles and vessels carrying materials to and from the construction site, mobilisation of plant, site visits and worker journeys. The estimated heavy vehicle numbers will occur during the importation of fill at a level of 20 vehicle movements per hour over an 8 hour day. Given the nearest receiver is 890m away it is considered that emissions from vehicles would not cause impact.

Mitigation

The SLR report does not anticipate any construction or operational phase activities that would give rise to significant air quality impacts. It however lists a number of mitigation measures so that the impacts associated with the development are minimised as far as practicable and best practice management measures are employed.

Mitigation measures are detailed in section 7 of the Air Quality Report at **Attachment J** and include dust management and mitigation, and wind erosion.

Conclusion

During the period of importation for the former 300,000m³ of fill, deposited dust levels were below the measured background levels. It is therefore considered that if the rate of soil being imported onto the site is undertaken at a similar rate to the 300,000m³, and relevant site mitigation measures are employed, deposited dust levels should be below measured background levels.

It is not considered that there are any air quality considerations that would cause any significant concern and based on the assumptions presented in the SLR report, air quality should not be a constraint to the issuing of planning approval for the proposed development.

5.3.6 FLORA AND FAUNA

Existing Conditions

Vegetation corridors are located within Biodiversity Lots A, B and C as shown on the approved Vegetation Management Plan OAK CP1 04(D).

Proposal and Potential Impacts

A Vegetation Management Plan (VMP) has been prepared for the conservation of 4.27 hectares of vegetation within the Estate (refer **Attachment K**) which shows the retained VMP area in respect to the proposed adjustment of Lot 1C's western boundary. The proposed modifications to the allotment boundary of Lot 1C or the Estate Road will not result in additional impacts to the flora and fauna above those already considered during the assessment of the original Concept and Project Applications and the subsequent modifications. All modifications to the lot alignments fall outside the area covered by the VMP.

An Open Space Plan has been prepared by Site Image in accordance with the requirements of the VMP.

Mitigation Measures

None Required.

Conclusion

The proposed works will not impact the on-site flora and fauna and the modifications are considered to be acceptable in this regard.

5.3.7 OTHER ENVIRONMENTAL ISSUES

Those issues not requiring additional detailed assessment are addressed in the following table.

TABLE 7 – ASSESSMENT OF OTHER ENVIRONMENTAL ISSUES

ISSUE	COMMENT
Greenhouse Gas and Energy Efficiency	The proposed modifications will not result in any significant changes to the project's greenhouse gas emissions.
Heritage	The proposed modifications will not alter the indigenous or non-indigenous heritage impacts of the proposal.
Wastes and Hazards	The Waste Management Plan will be modified to include the proposed works.

6 Conclusion

The application seeks to concurrently modify Concept Approval MP08_0065 and Project Approval MP 08_0066 related to the Oakdale Central Industrial Estate to allow for improved efficiency and productivity in the ultimate development of the site. In the context of the existing Concept and Project Approvals, the proposed modifications are considered to be of a minor nature, and are generally aligned with the nature and scale of the approved Estate Development as:

- the proposed modifications would not result in significant additional environmental impact;
- the proposed modifications do not alter the purpose or broad layout of the project; and
- the project as modified would remain compliant with the applicable development controls.

Accordingly, it is requested that the Minister, having due regard to the information in this application, approve the proposed modifications under Section 75W of the EP&A Act.

Appendix A

Approved Concept Plan and Project Approval Plans

Appendix B

AT&L Civil Design Report

Appendix C

Staging Plan

Appendix D

Correspondence re Culvert Design

Appendix E

SEPP WSEA – Part 5 Compliance Table

Appendix F

Fairfield City Wide DCP 2006 – Chapter 9 Industrial Development – Compliance Table

Appendix G

Oakdale Central Development Controls

Appendix H

GHD Flood Impact Letter

Appendix I

Noise Impact Report

Appendix J

Air Quality Impact Report

Appendix K

Vegetation Management Plan

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