

## ASSESSMENT REPORT

### OAKDALE CENTRAL, HORSLEY PARK MP 08\_0065 MOD 4 & SSD 6078 MOD 5

#### 1. INTRODUCTION

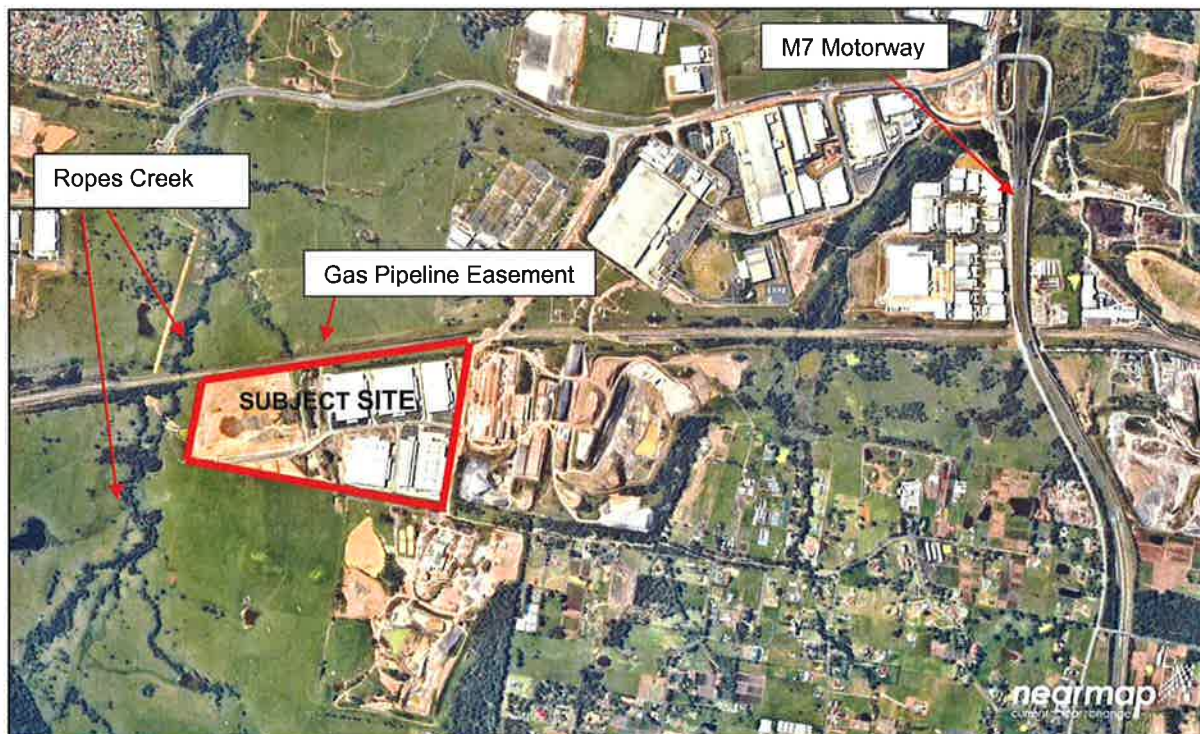
This report is an assessment of a request to modify the Concept Plan Approval (MP08\_0065) and the State Significant Development approval (SSD 6078) for the Oakdale Central warehouse and distribution centres (Lots 1C, 2B and 3) at Horsley Park. The request has been lodged by Willow Tree Planning, on behalf of Goodman Property Services (Aust) Pty Ltd (the Applicant), pursuant to section 75W and 96(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The applications seek approval to provide five smaller warehouse buildings on Lot 3 rather than a large single warehouse building, together with an extension of the Estate Road from Millner Avenue.

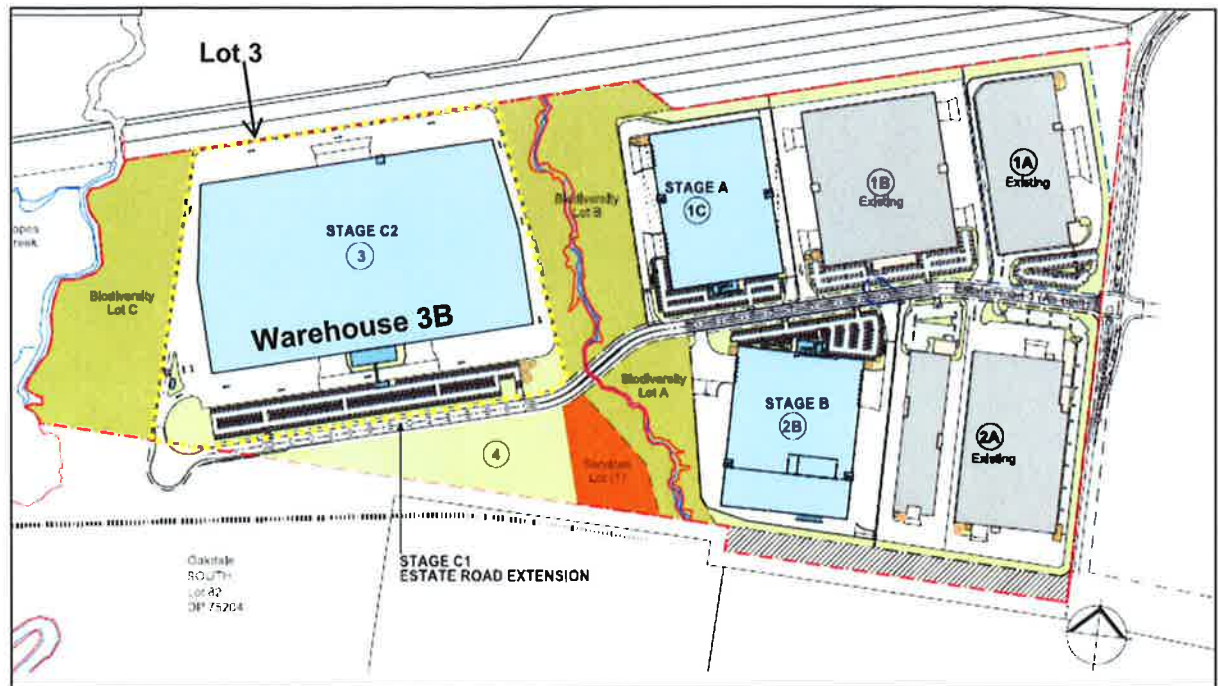
#### 2. SUBJECT SITE

The Oakdale Central Industrial Estate at Horsley Park is located within the Western Sydney Employment Area (WSEA) in the Fairfield Local Government Area.

**Figure 1** illustrates the location of the site, while **Figure 2** shows the approved site layout.



**Figure 1: Location Plan**



**Figure 2** Approved site layout plan (as amended)

### 3. APPROVAL HISTORY

On 2 January 2009, the then Minister for Planning approved the Oakdale Central Concept Plan (MP 08\_0065) which permitted a range of employment generating uses including warehouses, distribution centres and freight logistics facilities. The Concept Plan has been modified on three occasions to:

- Amend the subdivision layout;
- Reconfigure the internal Estate Roads;
- Convert the recreation lots into conservation lots;
- Allow minor changes to the stormwater basin adjacent to Lot 1C;
- Consolidate two warehouses into one on Lot 3;
- Permit the construction of a turning head on Lot 82 in DP 75204; and
- Permit the use of existing detention basins within biodiversity lots B and C for on-site stormwater detention.

On 18 March 2015, SSD 6078 was approved under delegation for the construction and operation of three warehouse buildings on Lots 1C, 2B and 3 and supporting infrastructure. The approval has been modified on four occasions:

- On 15 June 2015, MOD 1 was approved under delegation for amendments to the layout of the warehouse on Lot 1C;
- On 30 June 2015, MOD 2 was approved under delegation for amendments to the layout of the warehouse on Lot 2B and the inclusion of a Dangerous Goods Store (DGS);
- On 3 August 2015, MOD 3 was approved under delegation for internal and external amendments to the warehouse on Lot 2B and an increase in the size of the DGS; and
- On 1 December 2015, MOD 4 was approved under delegation for the deletion of Condition 34 of the approval which requires screening and landscaping of the water tanks and plant rooms on Lot 2B.

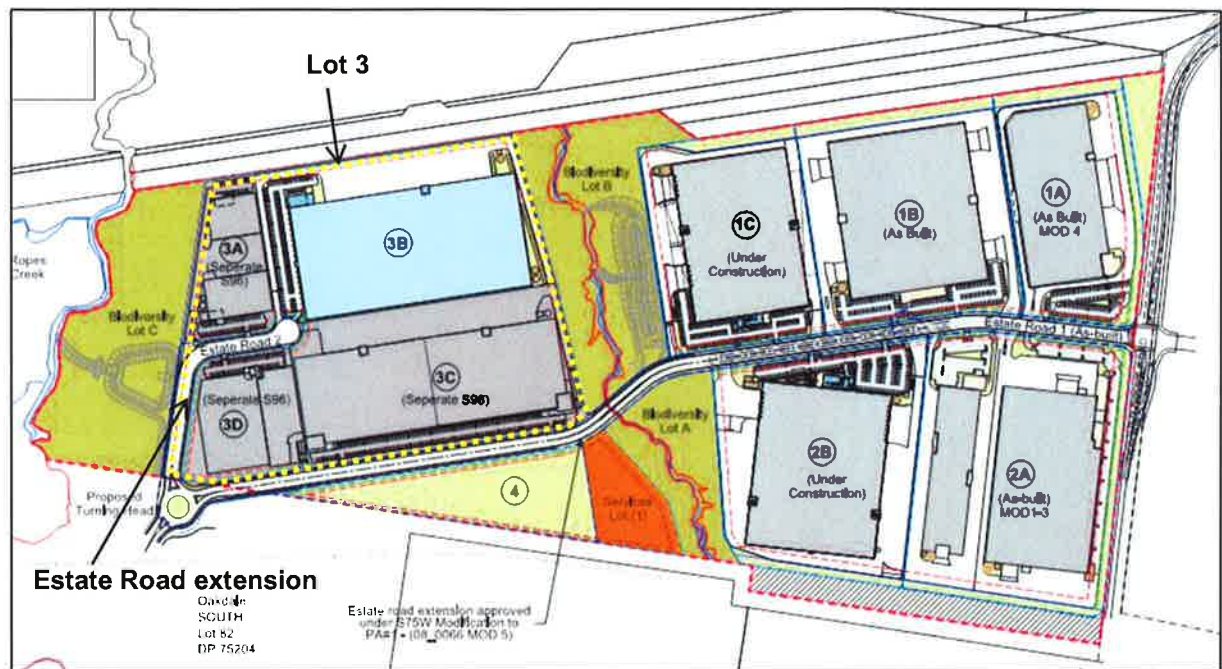


#### 4. PROPOSED MODIFICATION

The Applicant lodged two applications (MP 08\_0065 MOD 4 and SSD 6078 MOD 5) seeking approval to modify the layout and configuration of the approved warehouse development on Lot 3.

##### Concept Plan Modification

The proposed Concept Plan modification seeks to remove the approved single building envelope on Lot 3, and replace it with five smaller building envelopes, together with an extension to the Estate Road from Millner Avenue (**Figure 3**).



**Figure 3** Proposed site layout plan

The overall floor space on Lot 3 would slightly reduce from 88,295m<sup>2</sup> to 86,195m<sup>2</sup>.

The Proponent has advised the proposed modifications are sought to meet market demand, as there is currently demand for smaller warehouse tenancies.

##### State Significant Development Modification

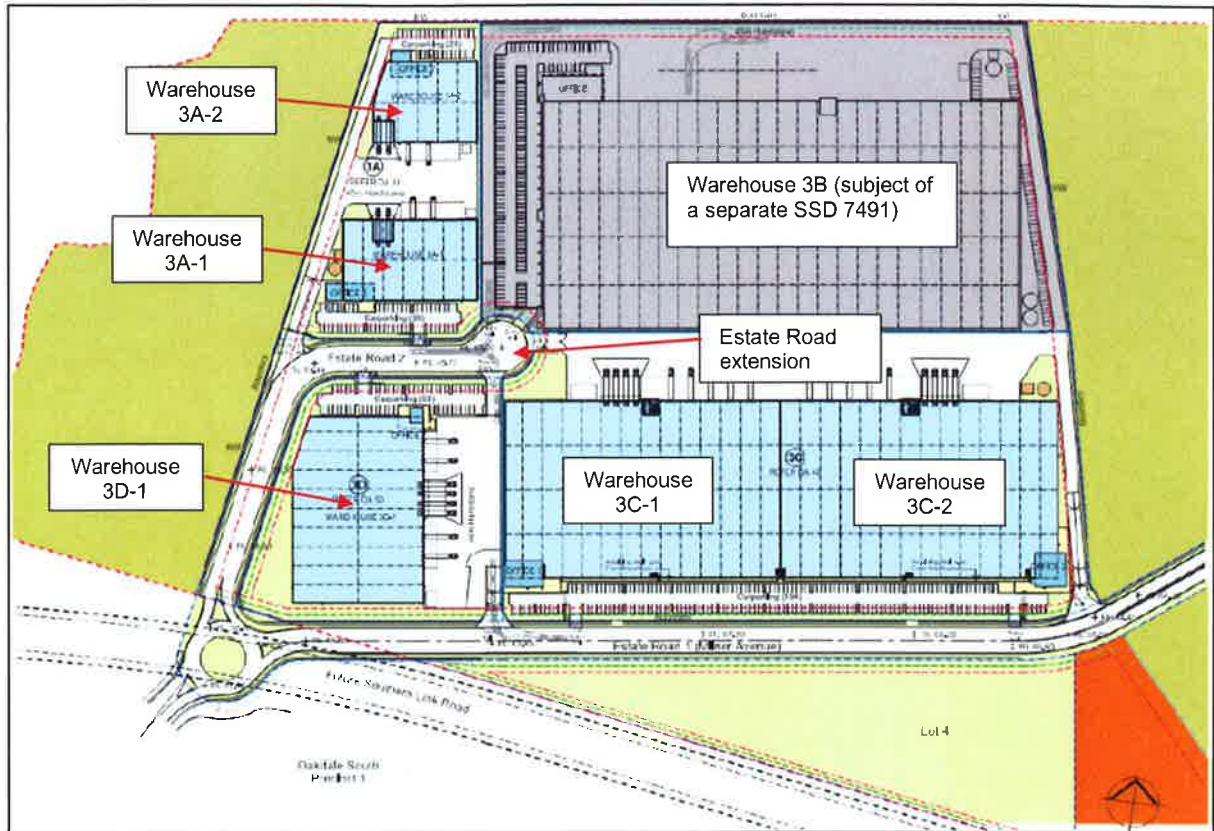
The proposed SSD modification seeks approval to remove an area of land (incorporating the proposed Warehouse 3B) from the SSD 6078 approval, delete the previously approved building on the site, and replace it with four smaller warehouse buildings, together with an extension to the Estate Road from Millner Avenue. The detailed layout is shown in **Figure 4**.

The proposed modifications would result in a total of five warehouses, contained within four separate buildings on Lot 3 under SSD 6078.

Warehouse 3B to the north-east of the site is subject to a separate Part 4 State significant development application (SSD 7491). That application is currently on exhibition.

The Applicant has advised there are no dangerous goods proposed to be stored in the proposed new warehouses on Lot 3 (Warehouses 3A1, 3A2, 3C1, 3C2 or 3D).

Details of the proposed modification to the built form on Lot 3 are described in **Table 1**.



**Figure 4** Proposed layout Lot 3

**Table 1** Summary of Proposed Changes

Project Element	Approved Development Lot 3	Proposed
Warehouse Lot 3	Single warehouse building comprising: Warehouse 87,105m <sup>2</sup> Ancillary Office 2,000m <sup>2</sup> Dock Office 190m <sup>2</sup>	Series of warehouse facilities comprising:  <b>3A</b> Warehouse 3A1 – 3,448m <sup>2</sup> Office 3A1 – 725m <sup>2</sup>  Warehouse 3A2 – 2,515m <sup>2</sup> Office 3A2 – 595m <sup>2</sup> Car Parking – 64 spaces  <b>3C</b> Warehouse 3C1 – 16,014m <sup>2</sup> Office 3C1 – 566m <sup>2</sup> Dock Office 3C1 – 95m <sup>2</sup>  Warehouse 3C2 – 16,095m <sup>2</sup> Office 3C2 – 561m <sup>2</sup> Dock Office 3C2 – 95m <sup>2</sup> Car Parking – 194 spaces  <b>3D</b> Warehouse – 7,975m <sup>2</sup> Office – 300m <sup>2</sup> Car Parking – 53 spaces  <b>3B</b> Subject to future separate approval
Total GFA	89,295m <sup>2</sup>	48,984m <sup>2</sup>
Site Area	155,900m <sup>2</sup>	155,900m <sup>2</sup>
Subdivision	Subdivision to create 1 allotment	Single allotment retained
Car Parking	502 spaces	Lot 3A – 64 spaces Lot 3C – 194 spaces Lot 3D – 53 spaces Total – 311 spaces

The Applicant has indicated the proposed modification responds to market demands for smaller warehouses. It is noted the proposal does not result in an intensification of the use of the site or any departure from the range of approved uses (ie. warehousing and distribution).

The Applicant has further advised the employment generating potential of the site would be retained, consistent with the objectives of State Environmental Planning Policy (Western Sydney Employment Area) 2009.

## 5. STATUTORY CONSIDERATION

### 5.1 Section 75W – Concept Plan Modification

The Concept Plan was originally approved under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Although Part 3A was repealed on 1 October 2011, the project remains a 'transitional Part 3A project' under Schedule 6A of the EP&A Act, and hence any modification to this approval must be made under the former Section 75W of the Act.

The Department is satisfied the proposed changes are within the scope of Section 75W of the EP&A Act, and do not constitute a new application.

### 5.2 Section 96 - Modification of SSD Approval

Section 96(2) of the EP&A Act requires the consent authority to be satisfied that the matters set out in Table 1 are addressed in respect of all applications that seek modification approvals:

**Table 2: Consideration of proposed modification against Section 96(2) of the EP&A Act**

Section 96(2) matters for consideration	Comment
(a) that the development to which the consent as modified relates is substantially the same development as the development for which consent was originally granted and before that consent as originally granted was modified (if at all).	The approved use of the land remains for the purpose of warehousing and distribution. The overall form of the warehouse buildings would change with the deletion of one large warehouse and replacement with 3 smaller buildings. However, as the height of the buildings remains the same, the overall GFA would reduce (with resulting reduction in environmental impacts such as traffic generation), and as the design of the buildings remains similar in that they all present as typical warehouse buildings, the Department is satisfied the proposed modification is substantially the same in qualitative terms as the development originally approved through SSD 6078.
(b) it has consulted with the relevant Minister, public authority or approval body (within the meaning of Division 5) in respect of a condition imposed as a requirement of a concurrence to the consent or in accordance with the general terms of an approval proposed to be granted by the approval body and that Minister, authority or body has not, within 21 days after being consulted, objected to the modification of that consent.	The Department has consulted with all relevant public authorities on the proposed modification application, and no objections were received from these authorities.
(c) it has notified the application in accordance with the regulations, if the regulations so require.	The modification application has been appropriately notified. Details of the notification are provided in <b>Section 6</b> of this report.
(d) it has considered any submissions made concerning the proposed modification within the period prescribed by the regulations or provided by the development control plan, as the case may be.	All submissions made during the exhibition are considered in <b>Sections 6 and 7</b> of this report.

### 5.3 Environmental Planning Instruments

The following EPIs are relevant to the application:

- 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. 33 - Hazardous and Offensive Development;
- State Environmental Planning Policy No. 64 - Advertising and Signage;
- State Environmental Planning Policy No. 55 - Remediation of Land;
- Fairfield Local Environmental Plan 2013;
- Sydney Regional Environmental Plan 2013; and
- Sydney Regional Environmental Plan No.20 Hawkesbury - Nepean River.

The Department undertook a comprehensive assessment of the redevelopment against the abovementioned EPIs in its original assessment. The Department has considered the above EPIs and is satisfied the modification is generally consistent with the EPIs.

### 5.4 Consent Authority

The Minister for Planning is the approval authority for the applications. However, the Executive Director Key Sites and Industry Assessments may determine the applications as:

- the relevant local council has not made an objection; and
- a political disclosure statement has not been made; and
- there are no public submissions in the nature of objections.

## 6. CONSULTATION

The Department made the modification applications publicly available on its website, and referred the applications to Fairfield City Council (Council), Blacktown Council, Penrith Council and other government agencies for comment. The applications were not exhibited by any other means.

**No public submissions were received.**

### 6.1 Public Authority Submissions

**Fairfield Council** advised it raised no objection to the proposal, but made recommendations regarding conditions to be included in any approval as follows:

- (i) Warehouse 3C shall include a Right of Carriageway benefiting Lot 3B for use by commercial vehicles.
- (ii) The servicing of warehouse 3A shall be restricted to 19m articulated vehicles and 3B, 3C and 3D could be serviced by 26m B-Doubles.
- (iii) Security gates shall be sufficiently set back so vehicles can queue on entry to each site without obstructing through traffic on the Estate Road.
- (iv) The internal design of the proposed developments shall comply with AS2890.1 (2004) Part 1: Off-street car parking, AS2890.2 (2002) Part 2: Off-street commercial vehicle facilities and AS2890.6 (2009) Part 6: Off-street parking for people with disabilities.
- (v) A minimum clear height of 4.5m shall be provided within all areas traversed by service vehicles.
- (vi) A minimum bay width of 3.5m shall be provided for all service bays.

Council also recommended a range of conditions in relation to S94 contributions, compliance with noise criteria and operational noise management.

The Department has reviewed Council's concerns and notes the existing conditions of consent regulate the provision of on-site parking in accordance with Australian Standards, noise and other environmental impacts. The application does not seek to modify these aspects of the consent and accordingly, the Department has not recommended changes to these conditions. Notwithstanding, the Department has recommended the amendment of a number of conditions to reflect Council's comments relating to the size of vehicles, clearance heights, security gates, and service bays, where appropriate.

The Department sought clarification from the Applicant with regards to the access to Warehouse 3C. The Applicant confirmed the traffic report is in error and that Lot 3 would remain under a common title and is not proposed for subdivision. On this basis, the Department considers a right of carriageway is unnecessary at this stage. This issue can be considered further if subdivision of the site is proposed in the future.

**Penrith Council** advised it raises no objection to the proposal subject to Condition 4 of the approval being retained, relating to the design of the Estate Road in Oakdale South. The Department notes there is no intention to vary Condition 4.

**Water NSW** advised it has no objection to the proposal but requested that all relevant conditions, particularly those relating to the installation of traffic barriers and security fencing and incident notification to ensure protection of the Warragamba Pipelines corridor to the north of the site, are carried over to the modified consent. The Department notes there is no intention to vary existing conditions in this regard.

**Roads and Maritime Services, Blacktown Council, OEH, the EPA, NSW Department of Primary Industries and Transgrid** advised there was no objection to the proposed modification or no further comments to make.

## **7. ASSESSMENT**

The Department considers the key issues for assessment are:

- the Concept Plan modifications;
- consistency of the SSD modifications with the Concept Plan;
- parking, access and traffic impacts; and
- visual impacts.

All other issues are considered in it Table 5 in **Section 7.5**.

### **7.1 Concept Plan Modifications**

The application seeks approval to amend the Concept Plan to:

- allow for five separate building envelopes of various sizes on Lot 3, instead of a single large building envelope;
- extend the Estate Road to provide better access into Lot 3; and
- amend the Lot 3 western boundary to provide the Estate Road reserve.

A comparison of the approved and proposed Concept Plan is provided at **Figures 2 and 3**.

The Department has assessed the proposed modifications to Lot 3 and has concluded that:

- the revised building envelopes on Lot 3 are generally consistent with the type of development contemplated under the approved Concept Plan and Design Guidelines;
- the proposed modifications result in a small reduction in floor space, with the total building area on Lot 3 reducing by 2,346m<sup>2</sup> (from 88,265m<sup>2</sup> to 85,949m<sup>2</sup>), ensuring no additional traffic or other environmental impacts would arise;
- the visual impacts of the amended building envelopes on Lot 3 would be generally consistent with the warehouse development within the Concept Plan site and can be



- mitigated with appropriate landscaping, as required by existing conditions; and
- the modification would facilitate warehousing and distribution uses and retain the employment generating potential of the site, consistent with the objectives of State Environmental Planning Policy (Western Sydney Employment Area) 2009 and the needs of future tenants.

The Department also notes that none of the Councils raise any concerns with respect to the proposed modifications to the Concept Plan.

The Department is satisfied replacing a single large warehouse with five smaller warehouse buildings would allow the Proponent to respond to market demands without resulting in any significant additional impacts. On this basis, the Department's assessment concludes that the proposed modifications to the Concept Plan are acceptable.

## 7.2 Consistency of SSD Modification with Concept Plan Approval

Clause 3B2(d) of Schedule 6A of the EP&A Act provides that a consent authority must not grant consent under Part 4 unless it is satisfied that the proposed development is generally consistent with the terms of an approved Concept Plan.

The Department has reviewed the terms of the Oakdale Central Concept Plan and is satisfied the proposal is generally consistent with the terms of the Concept Plan approval including:

- the noise limits specified for future developments in Term 6 of the Concept Approval;
- the design requirements for industrial buildings specified in Term 9 of the Concept Approval; and
- the Statement of Commitments approved in Appendix 2 of the Concept Approval.

The approved Concept Plan also sets out a series of development standards to guide future development. The following table provides an assessment of the proposed modification against the relevant development standards.

**Table 3: Assessment against Concept Plan development standards**

Issue	Development Standard	Proposed MOD 5	Compliance
<u>Lot Dimensions</u> <ul style="list-style-type: none"> <li>Min lot area</li> <li>Min lot frontage</li> <li>Min lot width</li> <li>Min built area (including awnings)</li> </ul>	5,000m <sup>2</sup> 40m 35m 2,500m <sup>2</sup>	Lot 3 would remain under a single common title and would not affect compliance with lot area frontage or width requirements. As discussed in <b>Section 7.3</b> below, a condition is recommended to this effect.	Yes
<u>Site Coverage</u> (max)	65%	Warehouse 3A 45% Warehouse 3C 60% Warehouse 3D 44%	Yes
<u>Minimum Setbacks</u> <ul style="list-style-type: none"> <li>Link Road (future)</li> <li>Collector Road</li> <li>Local Estate Road</li> <li>Side Boundary</li> <li>Rear Boundary</li> </ul>	20m setback, landscaped 15m setback, 50% landscaped 7.5m, 50% landscaped  Zero 5m (2.5m landscaping)	N/A N/A 10m-30m. Landscaping exceeds 3.5m Varies, but exceeds 0 25m	Yes
<u>Car Parking</u> <ul style="list-style-type: none"> <li>Warehouse/bulk store</li> <li>Office</li> </ul>	1/200m <sup>2</sup> 1/40m <sup>2</sup>	Refer to discussion at <b>Section 7.3</b>	Yes



In addition to the above development standards, the use of the reconfigured buildings would be for warehousing and distribution, which is consistent with the range of uses approved in both the Concept Plan approval and the SSD 6078 approval.

The Department is therefore satisfied the proposed modifications are generally consistent with the approved Concept Plan (as amended).

### **7.3 Traffic, Access and Parking**

#### Traffic

The traffic generated by the approved development was assessed by the Department having regard to RMS traffic generation rates. The Concept Plan also requires various traffic infrastructure upgrades to offset the traffic impacts associated with the approved development.

The proposed modification, together with the new Warehouse 3B detailed in a separate SSD application (SSD 7491) results in an overall reduction in GFA on Lot 3 (by approximately 2,500m<sup>2</sup>). The SSD modification also results in a reduction in on-site parking.

Given the reduction in both GFA and on-site parking, the Department considers the proposed modifications would not result in any significant traffic impacts beyond those already assessed and approved.

#### Access

The change from a single warehouse to five separately operated warehouses necessitates a change in the access arrangements to the site. The proposed extension to the Estate Road would improve the access arrangements for the five warehouses.

The Traffic Impact Assessment which accompanies the application includes detailed swept path analysis which demonstrates that the proposed access including the Estate Road satisfies the requirements of AS2890.1 and AS2890.2.

Furthermore, the application confirms that the internal design of the service areas associated with each of the warehouse buildings has been undertaken in accordance with the requirements of AS2890.2 in terms of the maximum length vehicle able to access each dock.

Docks have been designed to accommodate 19m semi-trailers and all recessed docks are suitable for use by 19m articulated trucks. All warehouses (with the exception of Warehouse 3A) are capable of accommodating vehicles up to and including 26m articulated trucks (B-Doubles).

The Department considers the access arrangements are satisfactory, subject to the amendment of the relevant condition restricting service vehicles to Warehouse 3A to a maximum 19m articulated vehicle.

The Department also notes Council raised concern in relation to access to Warehouse 3B, which would partly rely on access over land associated with Warehouse 3C, requiring a right of carriageway should Lot 3 be subdivided into separate lots. The Applicant has confirmed there is no intention to subdivide Lot 3, and therefore there is no need to create a right of carriageway to ensure access to Warehouse 3B. However, the Department notes the plans and documentation submitted with the modification consistently refer to Lots 3A to 3D and the plan of subdivision identifies land areas for Lots 3A to 3D in place of the previous single Lot 3. Therefore, for clarity, a condition is recommended on both the Concept Plan approval, and the SSD approval, requiring that Lot 3 be retained as a single title and that the consent does not include subdivision of Lot 3 into separate development lots.

## Parking

The following table provides an assessment of the proposed modification against the parking rates approved under the Concept Plan.

**Table 4: Car parking Requirements (Concept Plan Approval Rates)**

Warehouse	Area (m <sup>2</sup> )	Parking Required	Parking Provided	Complies
Warehouse 3A1 & 3A2	7,283	63 spaces	64 spaces	Yes
Warehouse	5,963	29.8		
Ancillary Office	1,320	33.0		
Warehouse 3C1 & 3C2	33,426	193 spaces	194 spaces	Yes
Warehouse	32,109	160.5		
Ancillary Office	1,317	32.9		
Warehouse 3D	8,275	47 spaces	53 spaces	Yes
Warehouse	7,975	39.9		
Ancillary Office	300	7.5		
TOTAL	48,984	304 spaces	311 spaces	Yes
	46,047	230.2		
	2,937	73.4		

The Department is satisfied the proposed modification satisfies the parking rates specified in the Concept Plan. The Department also notes that parking is reduced under the SSD modification, from 502 space to 311 spaces.

Overall, the Department is satisfied the proposal to provide four smaller warehouses rather than a large single warehouse, together with an extension of the Estate Road from Millner Avenue, would not result in any significant traffic, access or parking impacts.

## **7.4 Visual Impacts**

The modified buildings would be predominantly visible from the Estate Road to the south of Lot 3, noting the site is adjoined by undevelopable biodiversity lots to the east and west, and a pipeline easement to the north, restricting views of the site from these directions.

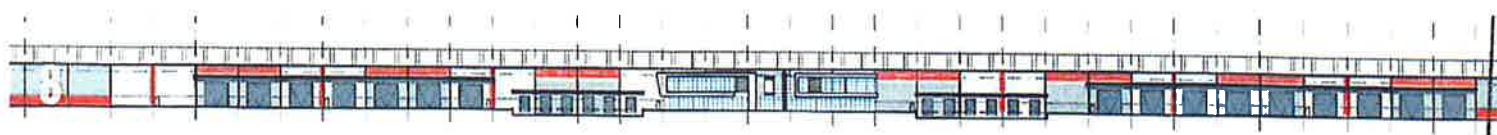
Two warehouses (3C and 3D) would be visible from the Estate Road. These warehouses would present a similar overall bulk and scale to the public domain as the approved building on Lot 3. They would present a similar maximum height (RL 74.9 compared to RL 74.7), and similar overall façade length towards the street.

Key differences between the approved scheme and the proposed plans are reduced street setbacks and associated landscaping area, and changes to the façade design of the buildings.

The street setback would be reduced from 85 metres as approved, to 25 metres (Warehouse 3C) and 9.5 metres (Warehouse 3D). As discussed above in **Section 7.2**, the Concept Approval includes development standards for setbacks across the site. The required setback from the Estate Road is 7.5 metres, of which half (or 3.75 metres) is recommended to be landscaped. The proposed setbacks exceed the minimum street setback requirements, and provide landscaping to a depth ranging between 4.5m to 9.5m, also exceeding minimum requirements. Landscape plans submitted with the application incorporate tree planting along the street setback, which will assist with screening the proposal and reducing its visual impacts.

The proposed modifications result in changes to the façade design of the buildings as they

present to the street. The key change is the removal of the loading dock openings from the façade (as loading docks are relocated to the rear of the buildings) which results in long expanses of unbroken wall. The other key change is the relocation of the entry and office element of the main building from the centre of the building to the building edges (see **Figures 5 and 6**).



**Figure 5:** Approved Warehouse 3 southern elevation



**Figure 6:** Proposed Warehouse 3C southern elevation

Despite the reduced setbacks and simplification of the street facades, the Department notes:

- the buildings are generally consistent with surrounding built forms and the approved land use of the site;
- visual interest is provided at each end of Warehouse 3C, incorporating glazed office elements and a variety of façade materials and signage, thereby clearly delineating the entrance points to the building;
- the setbacks exceed the controls envisaged for the site as set out in the Concept Plan approval;
- landscaping is proposed along the entire street frontage, including canopy trees which would soften and screen the proposed buildings;
- the visual impacts of Warehouse 3C would be mitigated by the topography of the site in that the building sits below the street level and has a height of just 7.5 metres to 10 metres above the street; and
- the visual impacts of Warehouse 3D would be mitigated by deeper landscape areas (9.5 metres in depth).

The Department's assessment therefore concludes the visual impacts of the proposal would be acceptable.

## 7.5 Other Issues

**Table 5:** Assessment of Other Issues

<b>Issue</b>	<b>Consideration</b>	<b>Recommendation</b>
Noise	<ul style="list-style-type: none"> <li>• Construction noise is not considered to be materially altered as a result of the proposed modifications. Existing conditions of approval are considered adequate to appropriately manage noise impacts during the construction phase.</li> <li>• The Applicant submitted an updated Operational Noise Impact Assessment, which found the modified layout would not affect compliance with the approved operational noise limits for the site.</li> <li>• Based on the findings of the Applicant's noise impact assessment the Department is satisfied the proposal is unlikely to change the potential noise impacts associated with the proposal.</li> <li>• The Department also notes potential noise impacts would be appropriately mitigated and managed by the</li> </ul>	No changes required.

<b>Issue</b>	<b>Consideration</b>	<b>Recommendation</b>
	existing conditions of consent, which require the Applicant to prepare and implement a Noise Management Plan and to operate within strict noise limits.	
<b>Contributions</b>	<ul style="list-style-type: none"> <li>The Applicant is required to pay section 94 contributions to Fairfield City Council based on 1% of capital investment value (CIV) of the proposal.</li> <li>The reduction in the size of the warehouse buildings on Lot 3 have resulted in a reduction in the CIV of the project.</li> <li>An updated Quantity Surveyors (QS) report has been provided with the application, which shows the value of works on Lot 3 has reduced from \$50,320,000 to \$33,970,900.</li> <li>The Department recommends Condition 20 of Schedule 2 be updated to ensure development contributions are levied in accordance with the revised CIV.</li> </ul>	The Department has recommended Condition 20 of Schedule 2 be updated to ensure development contributions are levied in accordance with the revised CIV.
<b>Flooding and Stormwater management</b>	<ul style="list-style-type: none"> <li>It is not proposed to materially alter the overall site levels. The approved Warehouse 3 building was confirmed as being above the 1 in 100 year flood level plus 300mm freeboard. The proposed buildings all have floor levels slightly higher (+0.2m) and therefore would also be above the 1 in 100 year flood levels. The Department is satisfied no unacceptable flooding impacts would arise from the proposed modifications.</li> <li>Updated stormwater drainage plans have been submitted to reflect the revised site layout. However, overall, stormwater management is not materially altered by the proposal, with hard surface areas remaining substantially the same as those previously approved. Stormwater management has been designed to meet Council requirements and the Department is satisfied the proposal would result in no adverse stormwater or flooding impacts.</li> </ul>	No changes required.

## 8. CONCLUSION

The Department has assessed the modification applications and supporting information in accordance with the relevant requirements of the EP&A Act. The Department's assessment concludes that the proposed modifications are acceptable as it would:

- enable the site to respond to market demand for smaller warehouses, without reducing the employment generation of the site;
- be generally consistent with the Oakdale Central Concept Plan and result in substantially the same development as that approved by SSD 6078;
- not result in any additional environmental impacts in terms of traffic, parking, noise or flooding; and
- not result in any unacceptable visual impacts.



## 9. RECOMMENDATION

It is RECOMMENDED that the Executive Director Key Sites and Industry Assessments, as delegate of the Minister for Planning:

- **considers** the findings and recommendations of this report;
- **approve** MP 08\_0065 MOD 4 under section 75W of the *Environmental Planning and Assessment Act 1979*;
- **approve** SSD 6078 MOD 5 under section 96(2) of the *Environmental Planning and Assessment Act 1979*, subject to conditions; and
- **sign** the notices of modification (**Appendix A**).

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Anthony Witherdin  
**Acting Director**  
**Modification Assessments**



Anthea Sargeant 9/6/16  
**Executive Director**  
**Key Sites and Industry Assessments**

## **APPENDIX A: NOTICE OF MODIFICATION**

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The following notices of modification can be found on the Department of Planning and Environment's website as follows:

1. Concept Approval (MP08\_0065 Mod 4)

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7644](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7644)

2. SSD Approval (SSD 6078 Mod 5)

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7546](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7546)

## **APPENDIX B: SUPPORTING INFORMATION**

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The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Environment's website as follows:

1. Concept Approval (MP08\_0065 Mod 4)

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7644](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7644)

2. SSD Approval (SSD 6078 Mod 5)

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7546](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7546)