

3 Scope of Applications & *ESTATE Concept Plan* Summary

3.1 Overview

The *Oakdale ESTATE* has been designated in precincts based on the geography of the land to manage the design and construction staging of the proposed development, namely precincts; “EAST”, “CENTRAL”, “SOUTH” and “WEST”. The precincts and the scope of applications, are indicated on Figure 1.3.

The progressive scope of applications for those precincts, are;

- **CENTRAL Concept Plan (CP#1)**
(CENTRAL precinct masterplan - Lot 2 DP 120673)
This submission - refer Section 4.
- **Estate Works + DHL Project (PA#1)**
(Estate Works + 2 DHL buildings in Oakdale CENTRAL – Lot 2 DP 120673)
This submission - refer Section 5.
- **ESTATE Concept Plan (CP#2)**
(Oakdale Estate)
and the supporting Structure Plan for the whole of *DOP Site 8*.
Subject of a future and separate submission – the concept plan is under preparation and is summarised below.

This section provides a brief summary of the *Draft ESTATE Concept Plan*, which has guided the preparation of the *CENTRAL Concept Plan* and the *DHL Project*.

3.2 *ESTATE Concept Plan* Summary

3.2.1 Key Elements

Goodman is proposing to develop the *Oakdale ESTATE* for the purpose of creating a world-leading warehousing and distribution park. The *Draft ESTATE Concept Plan* has the following stated vision:

‘Oakdale will become a world-leading industrial and business park for the people of Western Sydney, built on the principle of integrating excellence in design + function + environmental sustainability + open space.’

The *ESTATE Concept Plan* will be a masterplan for the whole *Oakdale ESTATE* and will incorporate the *CENTRAL Concept Plan* (CP#1) application in Section 4. The masterplanning will extend to consider a Structure Plan for the whole of *DOP Site 8* to ensure the *ESTATE Concept Plan* makes provision for development by the other land owners within *DOP Site 8*, for development to occur in a coordinated and integrated manner, including the provision for the extension of all infrastructure services.

As with the *CENTRAL Concept Plan*, this masterplan provides for the use of the land for storage and distribution centres and a range of other industrial uses. The masterplan will allow flexibility to accommodate both large scale industrial warehouses and/or smaller scale industrial units to respond to the requirements of future end-users of employment generating facilities on the estate.

The *ESTATE Concept Plan* application will address all environmental issues of the *Oakdale ESTATE* and will include the following key components of development:

- a regional distribution park of approximately 262 hectares of development lots and 1,300,000 sqm floor area;
- 7.4km of the RTA *Link Road*;
- regional infrastructure;
- estate services, estate works, rainwater harvesting;
- Ropes Creek environmental protection; and
- subdivision.



Figure 3.1: ESTATE Concept Plan – Masterplan

3.2.2 Objectives of the Plan

The principle objective of the *Draft ESTATE Concept Plan* is to guide development of a world-class industrial and business park built on the foundations of outstanding contemporary design, sensible function, best practice environmental management and provision of land for community open space.

The planning objectives of the *Draft ESTATE Concept Plan* are:

- to provide a long term planning framework for the orderly development of Oakdale;
- to deliver an integrated, high quality and contemporary architectural statement that will compliment and enhance the urban environment of Western Sydney;
- to deliver an efficient, functional and pleasant working environment for business and the 5,000 people expected to be employed at Oakdale;
- to balance economic, social and environmental ideals in the design of Oakdale;

- (v) to conserve and enhance habitat for endangered ecological communities including Swamp Oak Forest and Cumberland Plain Woodland, and to establish functional regional vegetative corridors;
- (vi) to conserve important riparian areas and corridors, and to design and construct Oakdale in accordance with best practice Water Sensitive Urban Design (WSUD) and Ecologically Sustainable Development principles;
- (vii) to deliver community open space that provides for a range of passive and active recreation opportunities;
- (viii) to deliver key infrastructure for the Western Sydney Employment Hub, including a 7.4km section of the regional road network; and
- (ix) to facilitate key approvals for a regional rainwater harvesting scheme, which will ultimately supply 1% of Sydney's drinking water demand.

3.2.3 ESTATE Concept Plan

Key details of the *Draft ESTATE Concept Plan* are provided in the following table. The concept master plan, and the proposed precincts under the *Draft ESTATE Concept Plan*, are shown on Figure 3.1.

Table 3.1: Draft ESTATE Concept Plan Summary

Project Summary:	A concept plan for the development of the Oakdale ESTATE for employment purposes, as well as environmental conservation and recreation.
Structure Plan:	A Structure Plan for the whole of the 646 hectare 'Site 8', as identified in the Sydney Metropolitan Strategy.
Master Plan:	A Master Plan for the development of the 421 hectare Oakdale site for employment uses – predominantly warehousing and distribution – as well as environmental conservation and recreational open space.
Capital Investment Value – Site Preparation and Infrastructure:	\$320 million
Total Capital Investment Value (including Oakdale development):	\$1.6 billion
Employment Generation:	Approximately 5,000 jobs at full development.
Project Development Timeframes:	Development to be conducted in a staged manner with first buildings proposed to be completed in 2008 (ie. <i>Oakdale CENTRAL</i> buildings)
Infrastructure (General):	Development of all infrastructure required to service the development which is to be delivered in a staged manner as required.
Link Road:	Development of (and extension of) a section of the RTA proposed Erskine Park Link Road Network (MP 06_0166), including a 6.1 kilometre 'Southern Link Road' from Old Wallgrove Road to Mamre Road (based on Link Road Option A), and a 1.3 kilometre north-south connector road on the western side of Ropes Creek.
Other Regional Road Works/Contributions:	Upgrade of Mamre Road/Bakers Lane intersection; equitable contribution toward future upgrade of M7 Motorway interchange; contribute to bridge over Sydney Water pipeline on western side of Ropes Creek (see Section 6.5).
Internal Road System:	Development of internal roads, together with a detailed pedestrian, cycle and public transport system.
Stormwater Management:	Total water cycle management and a comprehensive Water Sensitive Urban Design strategy to manage stormwater.

<i>Potable Water:</i>	Augmentation and extension of existing water supply to meet demand, including construction of a new reservoir on Oakdale (or elsewhere in <i>DOP Site 8</i> with the agreement of the applicable landowner). Potable water use requirements would be significantly minimised (70%) by proposed: <ul style="list-style-type: none"> • recycling of sewer; and • rainwater harvesting.
<i>Sewer:</i>	Self contained on site sewerage treatment and recycling system proposed.
<i>Rainwater Harvesting:</i>	Facilitation of key planning approvals for the development of regional rainwater harvesting infrastructure to enable the collection and transfer of roof stormwater from buildings within the Western Sydney Employment Hub to Prospect Reservoir. The infrastructure included in the concept plan would comprise the 2 regional water pipelines (to be located in the Sydney Water Pipeline corridor), and estate infrastructure within the Oakdale site. (Note that Goodman would facilitate necessary planning approvals for the infrastructure, however the scheme is expected to be built and managed by a specialist infrastructure provider).
<i>Electricity, Gas and Telecommunications:</i>	Connection and augmentation of existing network onto the site as required, including a new zone substation for electricity on Oakdale (or elsewhere in <i>DOP Site 8</i> with the agreement of the applicable landowner).
<i>Environmental Conservation / Biodiversity:</i>	Approximately 41 hectare environmental conservation area proposed to be created in and adjacent to the Ropes Creek riparian area.
<i>Recreation / Open Space:</i>	Approximately 34 hectare recreation/open space proposed to be created in and adjacent to the Ropes Creek riparian area and ancillary areas.

4 CENTRAL Concept Plan

4.1 Overview

This application is a masterplan for *Oakdale CENTRAL* as the initial precinct of the *Oakdale ESTATE* development and provides for the use of the land for storage and distribution centres and a range of other industrial uses. The masterplan allows flexibility to accommodate both large scale industrial warehouses and/or smaller scale industrial units to respond to the requirements of future end-users of employment generating facilities on the estate.

The *CENTRAL Concept Plan* application addresses all environmental issues of the *Oakdale CENTRAL* precinct land and includes the following key components of development:

- a regional distribution park;
- 2.4km of the RTA *Link Road*;
- regional infrastructure;
- estate services, estate works, rainwater harvesting;
- Ropes Creek tributary, and;
- subdivision.

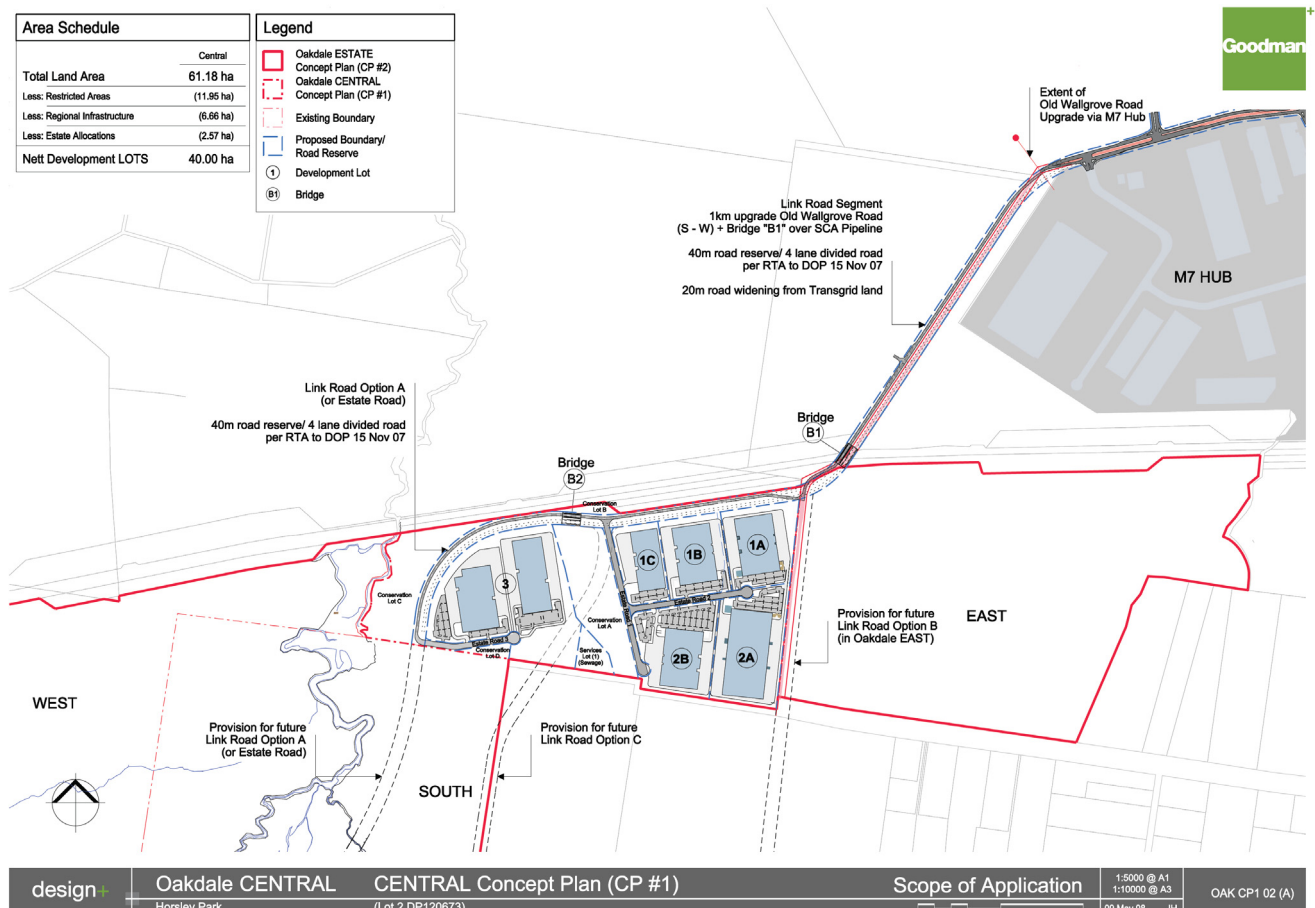


Figure 4.1: CENTRAL Concept Plan – Scope of Application

The *CENTRAL Concept Plan* provides a comprehensive planning framework for the development of *Oakdale CENTRAL*. The concept plan has been prepared to be consistent with the *Draft ESTATE Concept Plan*, whilst allowing flexibility in the final layout of the *ESTATE Concept Plan* should this be required (in particular, the layout of the regional road network).

Development of *Oakdale CENTRAL* would generate \$44 million in direct infrastructure capital investment, \$194 million in total capital investment, and is expected to generate around 1,200 jobs. The concept plan provides for key infrastructure needed for Oakdale, Site 8 and the wider Western Sydney Employment Hub, including the first stage of the ‘Southern Link Road’, as contemplated in the RTA’s Erskine Park Link Road Network Concept Plan (MP 06_0166).

4.2 Objectives of the Plan

The objectives of the *CENTRAL Concept Plan* are consistent with the objectives of the *Draft ESTATE Concept Plan*.

The principle objective of the *CENTRAL Concept Plan* is to guide development of a world-class industrial and business park built on the foundations of outstanding contemporary design, sensible function, best practice environmental management and provision of land for community open space.

The planning objectives of the *CENTRAL Concept Plan* are:

- (i) to provide a long term planning framework for the orderly development of *Oakdale CENTRAL*;
- (ii) to deliver an integrated, high quality and contemporary architectural statement that will compliment and enhance the urban environment of Western Sydney;
- (iii) to deliver an efficient, functional and pleasant working environment for business and the 1,200 people expected to be employed at *Oakdale CENTRAL*;
- (iv) to balance economic, social and environmental ideals in the design of *Oakdale CENTRAL*;
- (v) to conserve and enhance habitat for endangered ecological communities including Swamp Oak Forest, and to establish functional regional vegetative corridors;
- (vi) to conserve important riparian areas and corridors, and to design and construct *Oakdale CENTRAL* in accordance with best practice Water Sensitive Urban Design (WSUD) and Ecologically Sustainable Development principles;
- (vii) to deliver community open space that provides for a range of passive and active recreation opportunities;
- (viii) to deliver key infrastructure for the Western Sydney Employment Hub, including a 2.4km section of the regional road network; and
- (ix) to facilitate key approvals for a regional rainwater harvesting scheme, which will ultimately supply 1% of Sydney’s drinking water demand.

4.3 CENTRAL Concept Plan Summary

Key details of the *CENTRAL Concept Plan* are provided in the following table. The concept subdivision and master plan is shown on Figure 4.1.

Table 4.1: CENTRAL Concept Plan Summary

Project Summary:	<i>A concept plan for the development of Oakdale CENTRAL for employment purposes, as well as environmental conservation and recreation.</i>
Subdivision and Master Plan:	A Subdivision and Master Plan for the development of the 61 hectare <i>Oakdale CENTRAL</i> precinct for employment uses – predominantly warehousing and distribution – as well as environmental conservation and recreational open space.
Developable Area and Potential Employment Floorspace	The Master Plan would create approximately 40 hectares of developable land for employment purposes, which is estimated to facilitate approximately 150,000 m ² of industrial floorspace.

<i>Capital Investment Value – Site Preparation and Infrastructure:</i>	\$44 million
<i>Total Capital Investment Value (including Oakdale CENTRAL development):</i>	\$194 million
<i>Employment Generation:</i>	Approximately 1,200 jobs at full development
<i>Project Development Timeframes:</i>	Development to be conducted in a staged manner with first buildings proposed to be completed in 2008
<i>Infrastructure (General):</i>	Development of all infrastructure required to service the development which is to be delivered in a staged manner as required
<i>Link Road:</i>	<ul style="list-style-type: none"> • Upgrade of Old Wallgrove Road, from Roberts Road to the north-eastern corner of the site, to service <i>Oakdale CENTRAL</i> (2 lanes); • A commitment to further upgrade Old Wallgrove Road, from Roberts Road to the north-eastern corner of the site, to 4 lanes (ie. additional 2 lanes), as contemplated in the RTA's Erskine Park Link Road Network Concept Plan (MP 06_0166), subject to the RTA/NSW Government acquiring the land required for the additional road reservation; and • Provision of a 1.4 km 'link road' reservation within <i>Oakdale CENTRAL</i> (with provision for flexibility in the final 'link road' location).
<i>Internal Road System:</i>	Development of internal roads, together with a detailed pedestrian, cycle and public transport system.
<i>Stormwater Management:</i>	Total water cycle management and a comprehensive Water Sensitive Urban Design strategy to manage stormwater, in accordance with the <i>Draft ESTATE Concept Plan</i>
<i>Potable Water:</i>	Augmentation and extension of existing water supply to meet demand. Assessment indicates that the reservoir contemplated in the <i>Draft ESTATE Concept Plan</i> would not be required to service <i>Oakdale CENTRAL</i> . Potable water use requirements would be significantly minimised (70%) by proposed: <ul style="list-style-type: none"> • recycling of sewer; and • rainwater harvesting.
<i>Sewer:</i>	Self contained on site sewerage treatment and recycling system proposed, in accordance with the <i>Draft ESTATE Concept Plan</i> .
<i>Rainwater Harvesting:</i>	Facilitation of key planning approvals for the development of <i>Oakdale CENTRAL</i> 'Estate Infrastructure', and development of 'Building Infrastructure', for the Regional Rainwater Harvesting Scheme, as contemplated in the <i>Draft ESTATE Concept Plan</i> .
<i>Electricity, Gas and Telecommunications:</i>	Connection and augmentation of existing network onto the site as required. Assessment indicates that the new electricity zone substation contemplated in the <i>Draft Oakdale ESTATE Concept Plan</i> would not be required to service <i>Oakdale CENTRAL</i> .
<i>Environmental Conservation / Biodiversity:</i>	Approximately 4.6 hectare environmental conservation area proposed to be created in and adjacent to the Ropes Creek riparian area.
<i>Open Space:</i>	Approximately 7.4 hectare recreation/open space area proposed to be created in and adjacent to the Ropes Creek riparian area (Nb. includes stormwater detention areas).

- Warehouse or distribution centres.

E2 Environmental Conservation

Objectives:

- To protect, manage and restore areas of high ecological, scientific, cultural or aesthetic values; and
- To prevent development that could destroy, damage or otherwise have an adverse effect on those values.

Proposed Landuses:

- Artificial waterbodies;
- Environmental facilities;
- Environmental protection works;
- Flood mitigation works;
- Recreation area*;
- Recreation facility (outdoor)*; and
- Roads and services.

* In localised areas only, where consistent with the objectives above.

RE2 Private Recreation

Objectives:

- To enable land to be used for public and private open space or recreational purposes;
- To provide a range of recreational settings and activities and compatible land uses; and
- To protect and enhance the natural environment for recreational purposes.

Proposed Landuses:

- Community facilities;
- Environmental facilities;
- Environmental protection works;
- Kiosks;
- Recreation area;
- Recreation facility (outdoor); and
- Roads and services (including stormwater management facilities).

4.5 Concept Subdivision and Master Plan

The concept Subdivision and Master Plan for *Oakdale CENTRAL* is shown on Figure 4.1.

The Subdivision and Master Plan has been prepared to be consistent with the *Draft ESTATE Concept Plan*. As indicated, the plan provides for the subdivision of Lot 2 DP 120673 to create:

- 6 developments lots (which may be subdivided further if required);
- 4 environmental conservation/recreation lots;
- 4 road corridors; and
- 1 services lot (sewage treatment plant lot).

It is noted that the subdivision layout may be subject to change in accordance with the requirements of future end users.

A summary of the land areas provided in the Subdivision and Master Plan is provided in the following table.

Table 4.2: Oakdale CENTRAL Master Plan Summary

Total Site Area	61.2 ha (100%)
Net Developable Area (ie. Development Lots)	40.0 ha (~65%)
Potential Employment Floorspace (estimate)	150,000 m ²
Services Lot Area	1.0 ha (~2%)
Environmental Conservation Area	4.6 ha (~7%)
Recreational Open Space Area	7.4 ha (~12%)
Road Corridor Area	8.2 ha (~13%)

The development lots would be developed for industrial purposes, in accordance with the landuse plan (see Section 4.4).

The environmental conservation/recreation lots have been designed to accommodate the applicable riparian areas, 1 in 100 year flood extents, and required precinct detention basins.

The services lot would accommodate a precinct Sewage Treatment Plant, and has an area of approximately 1.0 ha.

The concept subdivision would create the following road corridors, which have been designed in accordance with the *Draft ESTATE Concept Plan*:

- Link Road 1 (Option A) – based on a 40 metre ‘link road’ reservation;
- Estate Road 1 – based on a 23 metre ‘collector road’ reservation; and
- Estate Roads 2 and 3 – based on a 20.5 metre ‘local estate access road’ reservation.

In addition to these road reserves, provision has been made for future widening of Old Wallgrove Road on the eastern boundary of the site to a 23 metre ‘collector road’ reservation (in accordance with the *Draft ESTATE Concept Plan*).

It is noted that the subdivision layout has been designed so as not to preclude the possibility of the regional link road (‘Southern Link Road’) being ultimately developed on a different alignment, namely:

- as an extension to the existing southern terminus of Old Wallgrove Road (ie. Option B on Figure 4.1); or
- on an alignment that cuts through the centre of *Oakdale CENTRAL* to access lands to the south (ie. Option C on Figure 4.1).

If such an alternative alignment were to eventuate, the proposed link road corridor on the site would be reduced to an estate collector road (subject to approval).

4.6 Infrastructure Development

4.6.1 Access and Road Network

External Roadworks

Traffic assessment indicates that Old Wallgrove Road would require relatively minor works to accommodate the development of *Oakdale CENTRAL*, including:

- minor widening between Roberts Road and the north-east corner to achieve a consistent 7 metre road width for heavy vehicle traffic (the current road width varies between 6 and 7 metres);
- local widening at bends to accommodate B-doubles;
- provision of a passing bay for southbound traffic at the site access point; and
- 60 km/h signposting for southbound traffic in the vicinity of the site access point.

These works would be undertaken as part of the *DHL Project* (see Section 5.9).

Although traffic assessment indicates that it is not required to service *Oakdale CENTRAL*, Goodman has also committed to the additional upgrading of the 1.0km section of Old Wallgrove Road from Roberts Road to the north-eastern corner of the site, in accordance with the link road design contemplated in the RTA's Erskine Park Link Road Network Concept Plan (MP 06_0166). These works involve the development of an additional 2 lanes to provide a 4 lane divided carriageway, within a 40 metre road reserve. Goodman has committed to constructing the road (ie. the additional 2 lanes), subject to the RTA/NSW Government acquiring the land required for the road reservation. The additional land is owned by Transgrid, and forms part of the Eastern Creek Substation.

Internal Roads

Internal roads would be constructed within the road corridors on a staged basis, in accordance with the traffic demands generated by the *Oakdale CENTRAL* development. It is noted that traffic assessment indicates that only one of the carriageways of the internal 'link road' would be required to service *Oakdale CENTRAL*. It is proposed to develop the northern carriageway first, which would provide flexibility should the 'Southern Link Road' be ultimately developed on a different alignment (ie. Option B or Option C as shown on Figure 3.1, or a variation of one of these alignments). As stated in Section 4.5 above, the link road corridor on the site would be reduced to an estate road in this eventuality.

The internal roads would be constructed in accordance with the nominal design presented in the following table, and in accordance with the applicable design guidelines of the RTA and/or Fairfield Council.

Table 4.3: Road Summary Table

Road Type	Oakdale CENTRAL Applicable Roads	Reservation Width	Carriageway	Verge
Link Road	Link Road (Option A)*	40m	4 x 3.5m	Centre – 3.75m Shoulders – 4.5m and 3.75m
Collector Road	Estate Road 1	23m	2 x 7.75m	Shoulders – 2 x 3.75m
Local Estate Road	Estate Roads 1 and 2	20.5m	2 x 6.75m	Shoulders – 2 x 3.5m

* Or alternative alignment.

Pedestrian and Cycle System and Public Transport

A network of pedestrian pathways and cycle ways would be provided in conjunction with the road network to encourage safe and efficient pedestrian and cycle movement around the site as well as creating access to recreation areas with the open space network. The facilities would include:

- a shared pedestrian/cycleway on one side of all internal estate roads; and
- provision of bicycle parking facilities for all developments.

The link road would provide a key public transport link which would provide access to the employment land and to amenities in the proposed open space areas. Buses are the preferred mode of public transport. Accordingly, the *CENTRAL Concept Plan* includes the provision of bus stops along the link road at appropriate locations. Bus stops would seek to be located so as to achieve a 400 metres or approximately 5 minutes walking distance for all development in *Oakdale CENTRAL*.

4.6.2 Water Cycle Management

The *CENTRAL Concept Plan* (and the *Draft ESTATE Concept Plan*) has been prepared in accordance with integrated water cycle management (IWCM) principles. IWCM involves the consideration of the total water cycle in planning for water related infrastructure, seeking to integrate stormwater drainage, water supply and sewerage, so that water is used and managed as optimally as possible within a catchment resource context.

Extensive studies and modeling have been undertaken to investigate and determine appropriate IWCM strategies for the *Oakdale ESTATE* (see Section 8.1). These strategies will be applied to the *CENTRAL Concept Plan*. A brief summary of the strategies as they apply to *Oakdale CENTRAL* is outlined below.

Stormwater Management / Water Sensitive Urban Design

All stormwater drainage development on *Oakdale CENTRAL* would be undertaken in a manner that is consistent with the Oakdale ESTATE Water Sensitive Urban Design Strategy.

A plan outlining the key features of the WSUD Strategy is presented on Figure 8.1.

In particular, stormwater infrastructure would be designed to meet the following criteria:

- stormwater quantity:
 - post development flows to match pre-development flows;
 - on-lot or precinct level detention systems to achieve:
 - on-site detention of 250 m³/hectare; and
 - permissible site discharge of 140 l/s/hectare;
- stormwater quality:
 - total suspended solids: 85 % reduction;
 - total phosphorus: 65% reduction;
 - total nitrogen: 45% reduction; and
 - gross pollutants: 90% reduction.

Modelling undertaken for the Oakdale WSUD Strategy indicates that the development of *Oakdale CENTRAL* would comfortably meet these criteria.

Goodman has committed to the development of detailed Stormwater Management Strategies and Stormwater Management Plans for applicable projects/developments.

Potable Water

The Oakdale ESTATE Infrastructure Concept Plan includes a strategy for delivering potable water to *Oakdale CENTRAL*, developed in consultation with Sydney Water.

Sydney Water has advised that *Oakdale CENTRAL* can be serviced on an interim basis by connecting the site to the Minchinbury Water System, by extending the existing watermain in Old Wallgrove Road into the site. This is based on the assumption that the proposed Minchinbury Elevated Water Reservoir and outlet pipe connection works are in place and operational (advice from Sydney Water indicates that the reservoir will be operational by July-August 2008). *Oakdale CENTRAL* would be serviced in accordance with this strategy.

In the long term, *Oakdale CENTRAL* would be connected to the ultimate Oakdale potable water system, which involves the construction of a new reservoir within Oakdale (as detailed in the Oakdale ESTATE Infrastructure Concept Plan), or elsewhere in *DOP Site 8* with the agreement of the applicable landowner.

In this regard, provision had originally been made to accommodate the reservoir in *Oakdale CENTRAL*. However, following detailed planning and ongoing consultation with adjoining landowner Jacfin Pty Ltd, the reservoir has been removed from *Oakdale CENTRAL*, and is now proposed to be accommodated either in *Oakdale SOUTH* (most likely in the north-eastern corner), or alternatively on Jacfin land (as Jacfin has offered to potentially accommodate the reservoir on its land). The final location will be subject to a future application.

Water balance assessment indicates that the potable water use requirements on Oakdale would be reduced by about 70%, by proposed:

- recycling of sewer; and
- rainwater harvesting.

These features are discussed in the following sections.

Sewage

The *Oakdale CENTRAL* site is not serviced with sewerage infrastructure, and the regional system would require major augmentation to service the Oakdale land. Accordingly, the Oakdale ESTATE Infrastructure Concept Plan (incorporating the Oakdale ESTATE Sewer Servicing Strategy) proposes an innovative self-contained system to service the Oakdale lands. The Oakdale ESTATE Sewer Servicing Strategy is based on comprehensive water balance assessment and analysis.

Oakdale CENTRAL would be serviced in accordance with the Oakdale ESTATE Sewer Servicing Strategy.

Sewage from each allotment within *Oakdale CENTRAL* would be collected, treated to recycled water standards as defined by the *NSW Guidelines for Urban and Residential Use of Reclaimed Water* (1993), and recycled for non-potable uses including toilet flushing, air conditioning cooling, truck washing and garden watering.

Any surplus recycled water (the amounts of which are not predicted to be significant) would be disposed of by irrigation in an area allocated on each lot or precinct, in accordance with DECC's *Environmental Guidelines for the Use of Effluent by Irrigation* (2004) and Fairfield City Council's *On Site Sewage Management Strategy* (2002).

The dedicated sewage treatment plants would be provided on either a lot-by-lot basis (for large lots), or to service a cluster of lots. Detailed multi-criteria analysis indicates that these options provide a more sustainable solution than a centralised treatment plant.

A collection system and emergency / buffer storage system would be provided for each system, to be located either on each lot (for on-site systems) or adjacent to the cluster treatment plant (for cluster systems).

It is envisaged at this stage that a cluster system would be the preferred option to service *Oakdale CENTRAL* in the long term. Accordingly, a sewage treatment lot has been allocated for *Oakdale CENTRAL*, as shown on the Subdivision and Master Plan (see Figure 4.1).

Goodman has committed to the preparation of detailed Sewage Management Strategies for applicable projects/developments.

Rainwater Harvesting

The *Draft ESTATE Concept Plan* will include the facilitation of planning approvals for key components of a Regional Rainwater Harvesting Scheme to service the majority of the Western Sydney Employment Hub. The scheme involves collecting clean roofwater from buildings within the Western Sydney Employment Hub, and transferring the collected water to Prospect Reservoir to supplement Sydney's potable water supplies. Analysis indicates that the scheme would generate over 6 billion litres of water in an average rainfall year, representing about 1% of Sydney's water demand.

The *CENTRAL Concept Plan* includes the components of the Regional Rainwater Harvesting Scheme that pertain to *Oakdale CENTRAL*, including:

- Building Infrastructure – including conventional roof drainage systems and local collection reservoirs (tanks). Unless detailed planning dictates otherwise, the infrastructure would include:
 - a rainwater collection system with a design capacity for the 1 in 20 year (critical duration) storm event; and
 - roof water reservoirs or storage tanks with a capacity of at least 440kL/ha of roof services or 190kL/ha gross land area (whichever is larger), and the ability to discharge flows (by way of pumped rising mains or gravity mains) to any regional rainwater harvesting infrastructure at a rate of 11.6L/s per megalitre of storage; and
- *Oakdale CENTRAL* Estate Infrastructure – including local collection reservoirs where they are not provided by individual building developers (for example in areas with small individual lot sizes); roofwater collection mains; and rising mains to collect and transfer roofwater to the estate's connection point to the regional infrastructure system.

It is noted that the Regional Rainwater Harvesting Scheme is currently subject to detailed feasibility studies and analysis. In addition, it is noted that although Goodman is facilitating necessary planning approvals for the infrastructure, the scheme is expected to be built and managed by an infrastructure provider with expertise in rainwater harvesting.

Accordingly, the provision of the relevant rainwater harvesting infrastructure would be staged in accordance with the progress and status of the regional scheme. Specifically, whilst Goodman would provide dual pipes to warehouse buildings in lieu of confirmation of the scheme's go-ahead (given that retrofitting this infrastructure would be very difficult and expensive), Goodman would only provide associated rainwater storage tanks upon final confirmation of the go-ahead and construction of the regional rainwater harvesting scheme, by the relevant infrastructure provider.

4.6.3 Electricity

The *Oakdale ESTATE Infrastructure Concept Plan* includes a strategy for delivering electricity to *Oakdale CENTRAL*, developed in consultation with Integral Energy.

Integral Energy has indicated that *Oakdale CENTRAL* can be serviced in the interim by connecting the site to the existing Eastern Creek Zone Substation located at the corner of Old Wallgrove Road and Roberts Road. *Oakdale CENTRAL* would be serviced in accordance with this strategy.

In the long term, *Oakdale CENTRAL* would be connected to the ultimate Oakdale electricity servicing scheme, which involves the construction of a zone substation within Oakdale (as detailed in the *Infrastructure Concept Plan*), or elsewhere in *DOP Site 8* with the agreement of the applicable landowner.

In this regard, provision had originally been made to accommodate the substation in *Oakdale CENTRAL*. However, following detailed planning and ongoing consultation with adjoining landowner Jacfin Pty Ltd, the substation has been removed from *Oakdale CENTRAL*, and is now proposed to be accommodated either in *Oakdale SOUTH* (most likely in the north-eastern corner), or alternatively on Jacfin land (as Jacfin has offered to potentially accommodate the substation on its land). The final location will be subject to a future application.

4.6.4 Gas

The Oakdale ESTATE Infrastructure Concept Plan includes a strategy for delivering natural gas to *Oakdale CENTRAL*, developed in consultation with Alinta Gas.

Alinta has indicated that a reticulated gas supply into Oakdale is able to be provided by extending the high pressure gas line in Old Wallgrove Road into the site. *Oakdale CENTRAL* would be serviced in accordance with this strategy.

4.6.5 Telecommunications

Telecommunications to *Oakdale CENTRAL* are able to be provided via existing services in Old Wallgrove Road.

4.7 Development Design Controls

Oakdale CENTRAL would be developed in a manner that is generally consistent with the *Fairfield City Wide Development Control Plan 2006* (particularly Chapter 9 – Development Controls for Industrial Development), with the exception of the controls in the following table, which have been designed to be consistent with development standards for other sites in the Western Sydney Employment Hub.

In this regard, *Oakdale CENTRAL* would also be developed in a manner that is generally consistent with the Principal Development Standards in the *State Environmental Planning Policy (Western Sydney Employment Hub) 2008*.

Table 4.4: *Oakdale CENTRAL Development Controls.*

Issue	Development Standard		
Lot Dimensions	<ul style="list-style-type: none"> Minimum lot area – 5,000 m²; Minimum lot frontage (excluding cul-de-sacs) – 40 metres; Minimum lot width at building line – 35 metres; Minimum built area (building plus awnings) – 2,500 m² 		
Site Coverage	<ul style="list-style-type: none"> Maximum site coverage is 65% including awnings unless it can be demonstrated there will be no adverse impact on the estate and the amenity of adjoining properties. 		
Building Setbacks	Boundary	Minimum Setback (m)	Minimum Landscaping
	Link Road	20	20m average
	Collector Road	15	7.5m or 50% average
	Local Estate Road	7.5	50% average
	Side boundary	0*	0
	Rear boundary	5	2.5m
	* Subject to meeting fire rating requirements		

Issue	Development Standard	
Car Parking Provision	Use	Car Parking Provision
	Factory & Factory Units	1 space/75m ²
	Warehouse/Bulk Storage	1 space/200m ²
	Office	1 space/40m ²
	Service Stations	10 spaces plus 1 space/20m ²
	Convenience Stores / Shops	1 space/30m ²
Note: Developments with more than 50 car parking spaces are to provide a minimum of 2% allocated to disabled parking.		

It is noted that the identified development design controls may not be the only means of achieving the planning objectives of the *CENTRAL Concept Plan* (see Section 4.2) or the *Fairfield City Wide Development Control Plan 2006*. Individual project/development applications may request a variation to any control, provided that it can be demonstrated that the applicable design objective is still achieved. Any application for a variation will be accompanied by written documentation outlining the reasons for the variation and demonstrating that the objective has been achieved.

4.8 Public Domain Elements

Oakdale CENTRAL would be developed in accordance with the public domain elements of the Urban Design and Landscape Report (see **Appendix I**) and the Urban Design Report prepared for the *Draft ESTATE Concept Plan* (see accompanying *Oakdale ESTATE* Specialist Studies Volume). Development would also be undertaken in a manner that is generally consistent with the *Fairfield City Wide Development Control Plan 2006*, and other applicable Fairfield DCPs.

Goodman has committed to preparing a detailed Signage Strategy for *Oakdale CENTRAL*, in consultation with Fairfield Council. The strategy would provide guidelines for all building and estate signage within *Oakdale CENTRAL*.

As outlined below, Goodman has also committed to preparing project-specific landscape plans for applicable project applications/development applications.

4.9 Landscape and Open Space

Oakdale CENTRAL would be landscaped generally in accordance with the landscaping plans included in the Urban Design and Landscape Report (see **Appendix I**), and the Landscape Masterplan prepared for the *Draft ESTATE Concept Plan* (see accompanying *Oakdale ESTATE* Specialist Studies Volume). Site landscaping is discussed in more detail in Section 8.9.

In this regard, Goodman has committed to preparing project-specific Landscape Plans to accompany all applicable project applications / development applications in *Oakdale CENTRAL*.

5 Estate Works + DHL Project

5.1 Overview

Based on the framework established by the masterplan for *Oakdale CENTRAL* in the “*Oakdale CENTRAL*” *Concept Plan* (CP#1) Section 4 above, this application proposes to proceed with the staged implementation and construction the following key components of development:

- 2 buildings for DHL on Development Lots 1A & 2A;
- construction of 1.0km upgrade of Old Wallgrove Road and bridge over the SCA Pipeline and provision for a further 1.4km of the RTA *Link Road* (2 lanes);
- regional infrastructure of sewer and water;
- estate services, estate works, rainwater harvesting;
- Ropes Creek tributary environmental protection works; and
- subdivision.

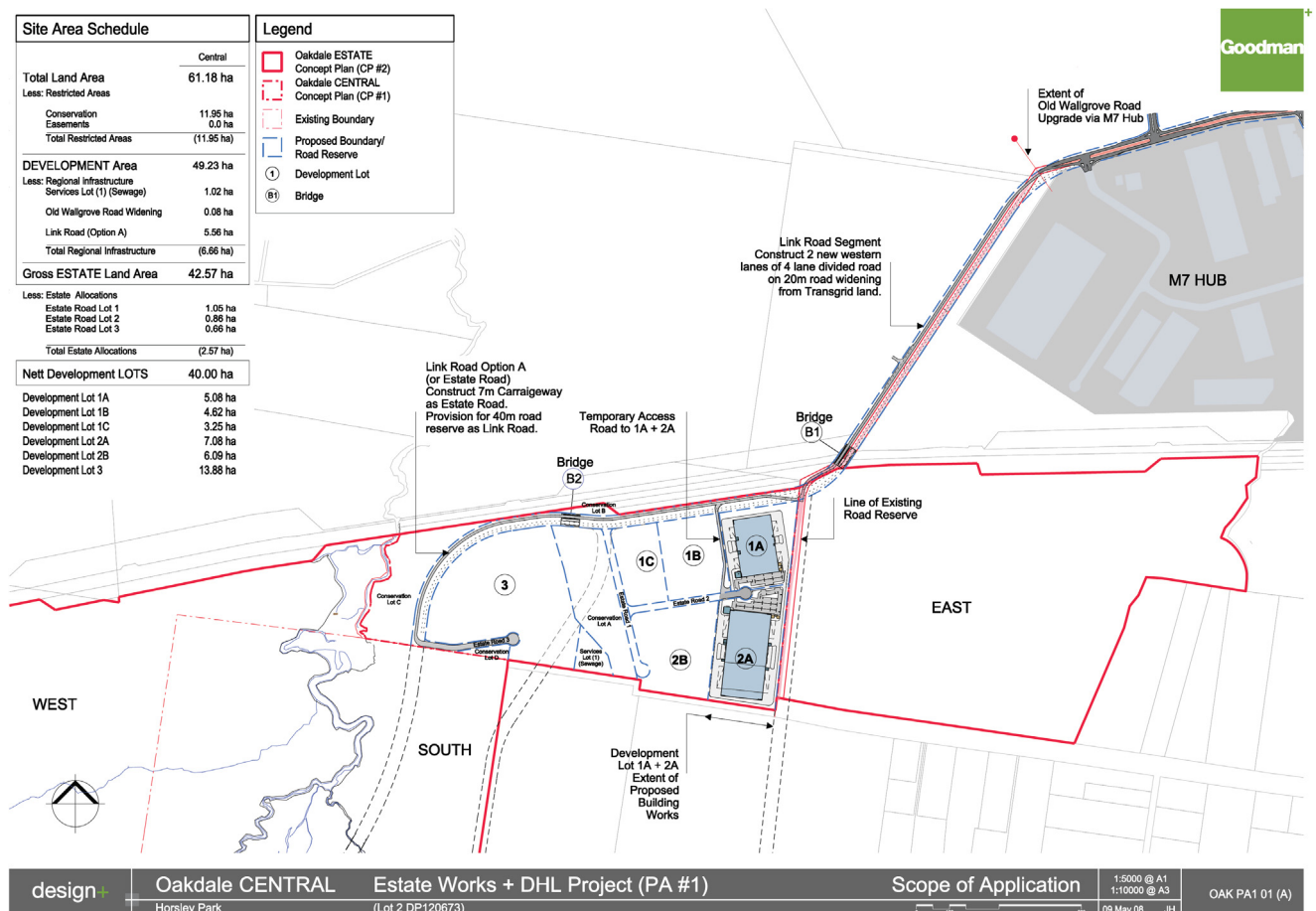


Figure 5.1: Estate Works & DHL Project – Scope of Application

5.2 Estate Works + DHL Project Summary

The proposed Estate Works + DHL Project (*DHL Project*) constitutes the first stage of the development of the *CENTRAL Concept Plan*. A summary of the *DHL Project* is provided in the following table, and the project layout plan is shown on Figures 5.1-5.3.

Table 5.1: DHL Project Summary

Project Summary:	<ul style="list-style-type: none">• Construction and operation of two warehouse distribution facilities for DHL on Development Lots 1A and 2A; and• Oakdale CENTRAL Estate Works, including:<ul style="list-style-type: none">○ construction of 1.0km upgrade of Old Wallgrove Road and bridge over the SCA Pipeline and provision for a further 1.4km of the RTA Link Road (2 lanes);○ regional infrastructure of sewer and water;○ estate services, estate works, rainwater harvesting;○ Ropes Creek tributary environmental protection works; and○ subdivision.			
Subdivision:	Subdivision of Lot 2 DP 120673 to create: <ul style="list-style-type: none">• 6 development lots;• 4 environmental conservation/recreation lots;• 4 road corridors; and• 1 services lot (sewage treatment plant lot).			
Earthworks:	Bulk earthworks across the development lots and detailed earthworks across the DHL development site			
DHL Building Construction:	2 warehouse distribution facilities with attached ancillary offices (Buildings 1A and 2A), including: <table><tr><td>Building 1A – Approx. 20,000m² warehouse and 620m² office</td></tr><tr><td>Building 2A – Approx. 32,830m² warehouse and 1,180m² office</td></tr><tr><td>Total Site Area (Development Lot 1A and 2A) – Approx. 11.0 hectares</td></tr></table>	Building 1A – Approx. 20,000m ² warehouse and 620m ² office	Building 2A – Approx. 32,830m ² warehouse and 1,180m ² office	Total Site Area (Development Lot 1A and 2A) – Approx. 11.0 hectares
Building 1A – Approx. 20,000m ² warehouse and 620m ² office				
Building 2A – Approx. 32,830m ² warehouse and 1,180m ² office				
Total Site Area (Development Lot 1A and 2A) – Approx. 11.0 hectares				
Indicative DHL Building Staging:	Development staging would follow the sequence of building numbering. Both buildings are planned to be completed by the end of 2008			
Capital Investment Value:	\$89 million (comprising \$51 million in the DHL facilities and \$38 million in estate and regional infrastructure works)			
Employees:	Approximately 400 at full development			
Infrastructure (General):	Development of all infrastructure required to service the development site			
External Roadworks:	<ul style="list-style-type: none">• Stage 1 – Minor upgrade of Old Wallgrove Road, from Roberts Road to the eastern boundary of the site (2 lanes);• Stage 2 – Commitment to further upgrade Old Wallgrove Road (additional 2 lanes), from Roberts Road to the north-eastern boundary of the site (subject to the RTA/NSW Government acquiring additional required road reservation)			
Internal Roadworks:	<ul style="list-style-type: none">• Stage 1 – Construction of access roads to service the DHL facilities;• Stage 2 – Construction of other <i>Oakdale CENTRAL</i> estate roads.			
Stormwater Management:	To be constructed in accordance with the Oakdale ESTATE Water Sensitive Urban Design strategy, and the DHL project-specific Stormwater Management Strategy.			
Potable Water:	Extension of existing water supply to meet demand (Nb. the reservoir contemplated in the <i>Draft ESTATE Concept Plan</i> would not be required to service <i>Oakdale CENTRAL</i>). Potable water use requirements would be significantly minimised (70%) by proposed: <ul style="list-style-type: none">• recycling of sewer; and• rainwater harvesting			
Sewer:	Self contained on site sewerage treatment and recycling system proposed			

Rainwater Harvesting:	Construction of on-lot rainwater harvesting infrastructure to service the DHL facilities, in accordance with specifications for other sites in the Western Sydney Employment Hub
Electricity, Gas and Telecommunications:	Connection and augmentation of existing services onto the site as required (Nb. the new electricity zone substation contemplated in the <i>Draft ESTATE Concept Plan</i> would not be required to service <i>Oakdale CENTRAL</i>)
Other Estate Works:	Estate signage, landscaping and revegetation
Environmental Conservation / Biodiversity:	The Ropes Creek tributary flowing through Lot 2 DP 120673 would be revegetated in accordance with a Vegetation Management Plan

It is noted that the proposed DHL facilities form part of a larger campus style project that is expected to ultimately accommodate up to 150,000m² of warehousing and distribution floor space, and cover the bulk of *Oakdale CENTRAL*. At full development, this campus is expected to generate some 1,195 jobs. (It is noted that the approval of this wider project would be subject to separate project application/s).

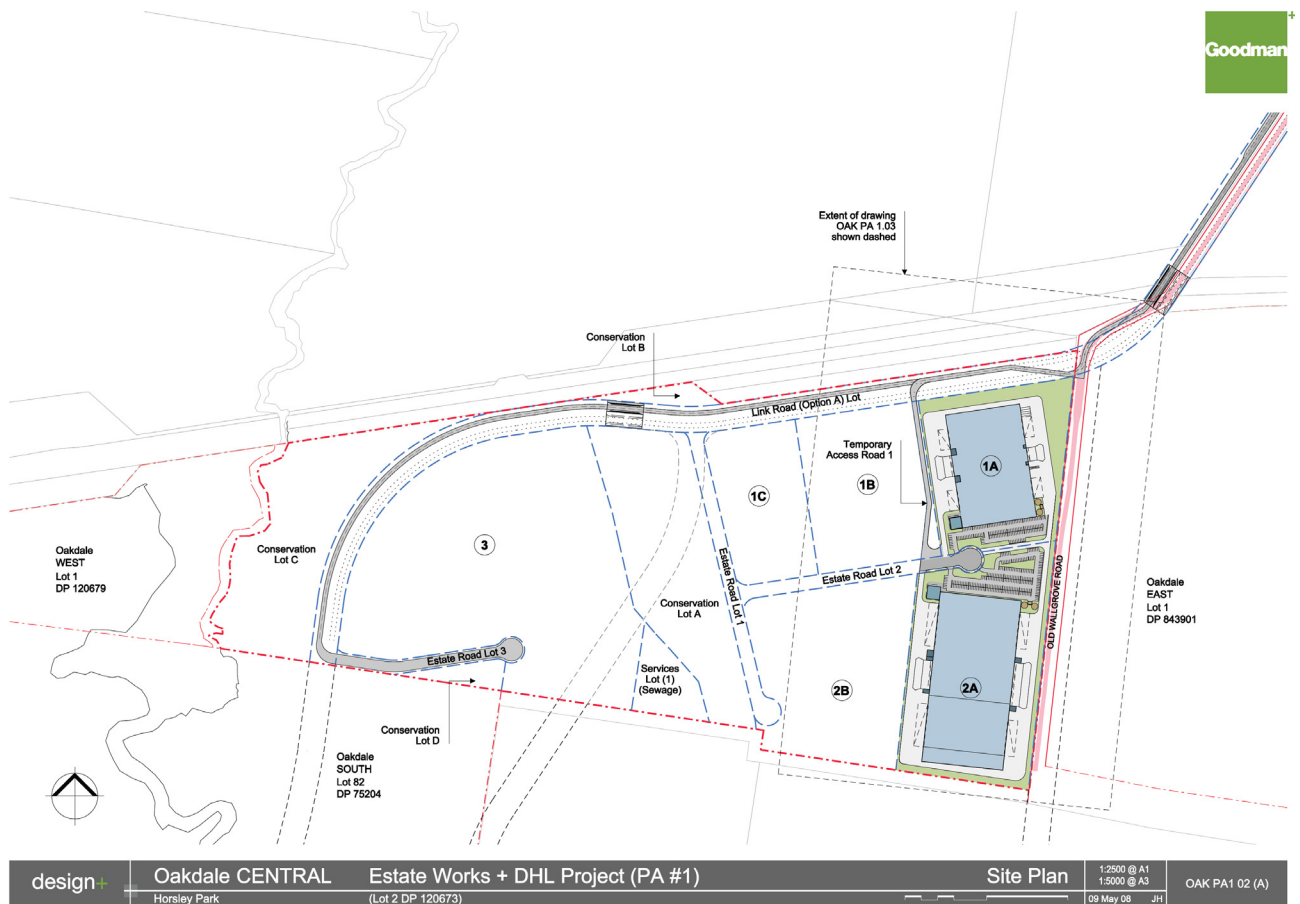


Figure 5.2: DHL Project Site Plan

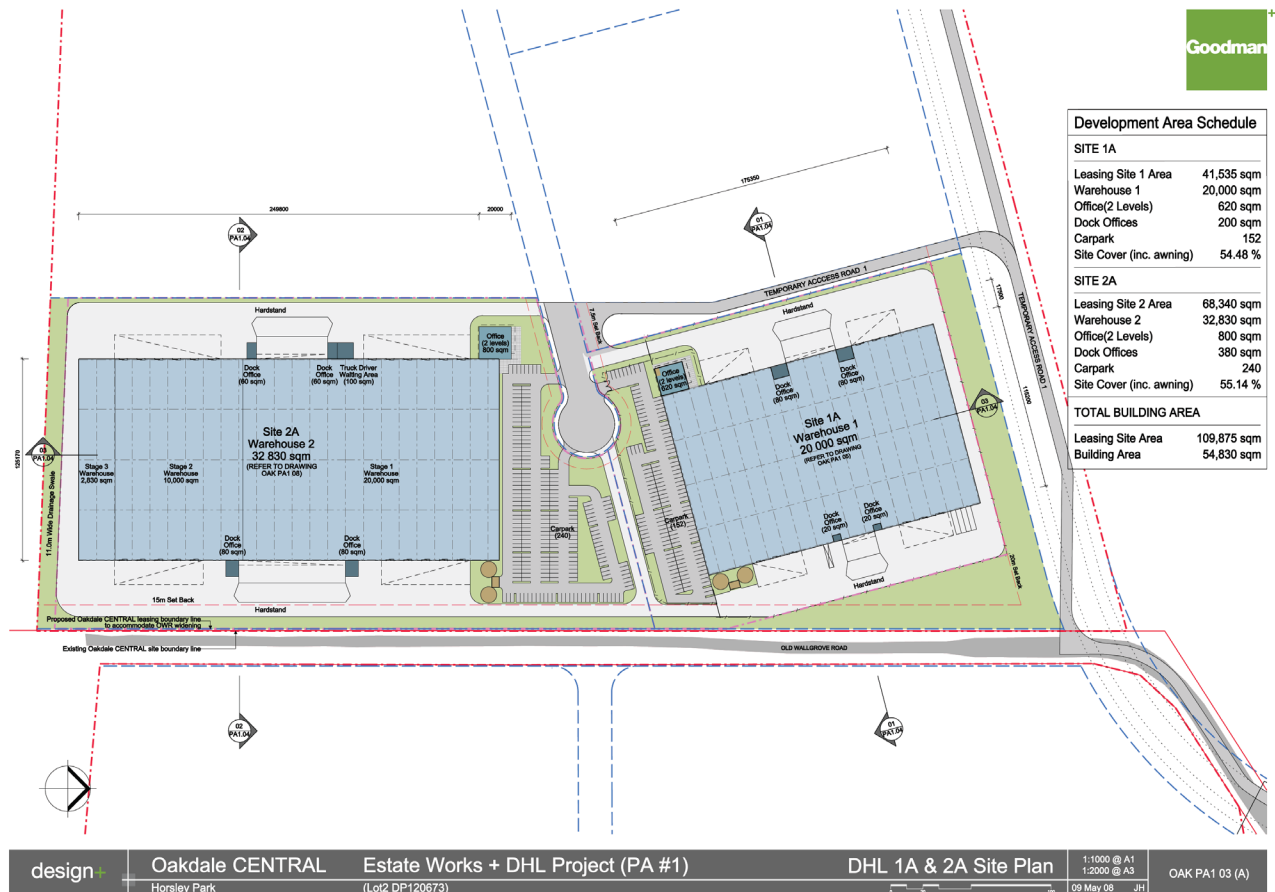


Figure 5.3: DHL Buildings 1A and 2A Site Plan

5.3 Subdivision

The *DHL Project* involves the subdivision of Lot 2 DP 120673 in a manner that is consistent with the *CENTRAL Concept Plan*. The proposed subdivision would create:

- 6 development lots;
- 4 environmental conservation/recreation lots;
- 4 road corridors; and
- 1 services lot.

The proposed subdivision is shown on Figure 5.4. A final subdivision plan would be prepared, in consultation with Council and to the satisfaction to the Director-General, prior to obtaining a subdivision certificate for the subdivision.

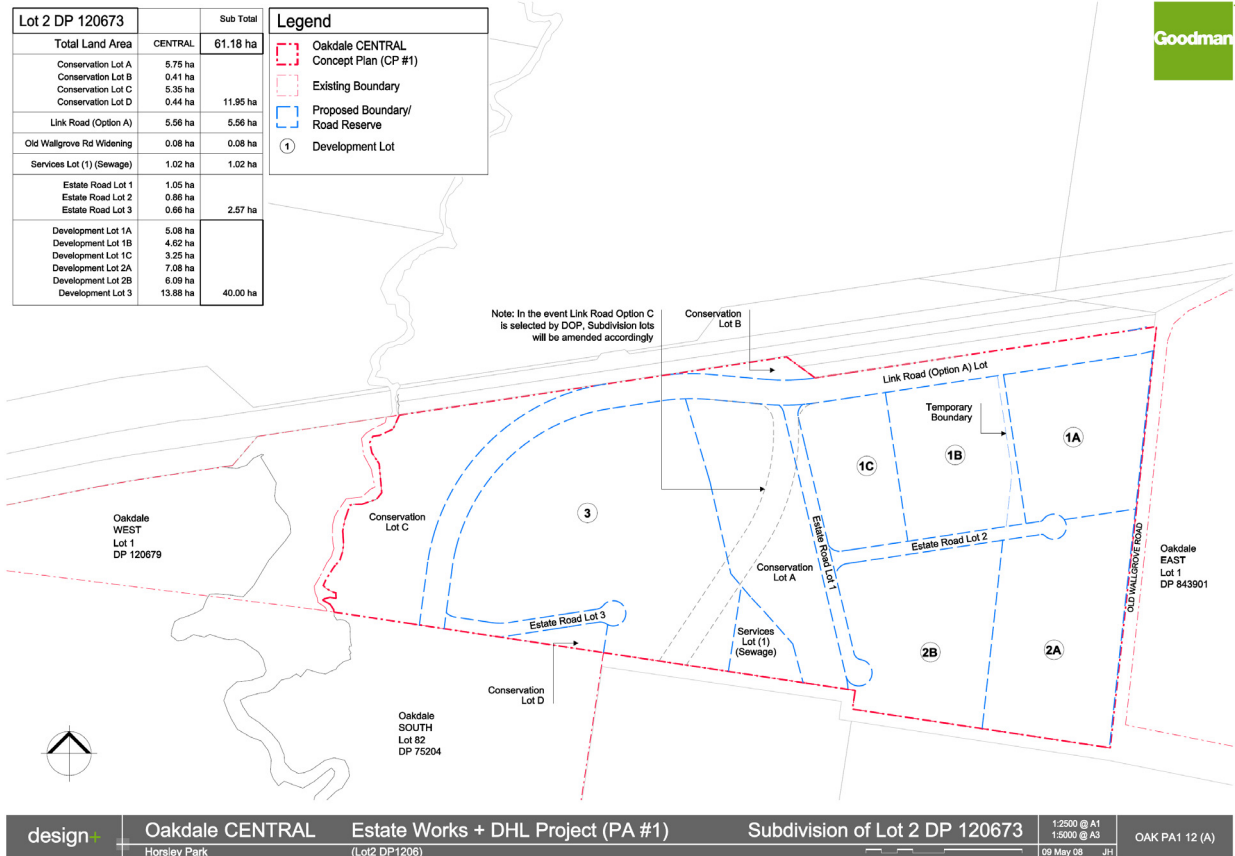


Figure 5.4: Proposed Subdivision Layout Plan

5.4 Earthworks and Construction

Much of the bulk excavation and levelling required for the *DHL Project* is being undertaken under the development consent for the Bedford Quarry (see Section 2.3.1). The extent of the excavation under that consent is shown on Figures 2.5 and 2.6.

Bulk excavation works for the DHL facilities would involve the removal of the earthen bund around the eastern and southern boundaries of the site, and finalisation of cut and fill to create the required building pads. Bulk earthworks calculations indicate that the levelling would be achieved on a balanced cut and fill basis, with no fill importation or exportation required.

Bulk excavation works for the other development lots in *Oakdale CENTRAL* are also expected to be achieved on a balanced cut and fill basis. The proposed bulk earthworks are shown on Figure 5.5.

Once the bulk earthworks are complete, construction works associated with the *DHL Project* would involve:

- detailed earthworks;
- infrastructure and site servicing;
- DHL facility construction; and
- on-lot landscaping (Development Lots 1A and 2A).

All construction works would be undertaken in accordance with a comprehensive Environmental Management Strategy and Soil and Water Management Plan/s, prepared to the satisfaction of the Director-General.

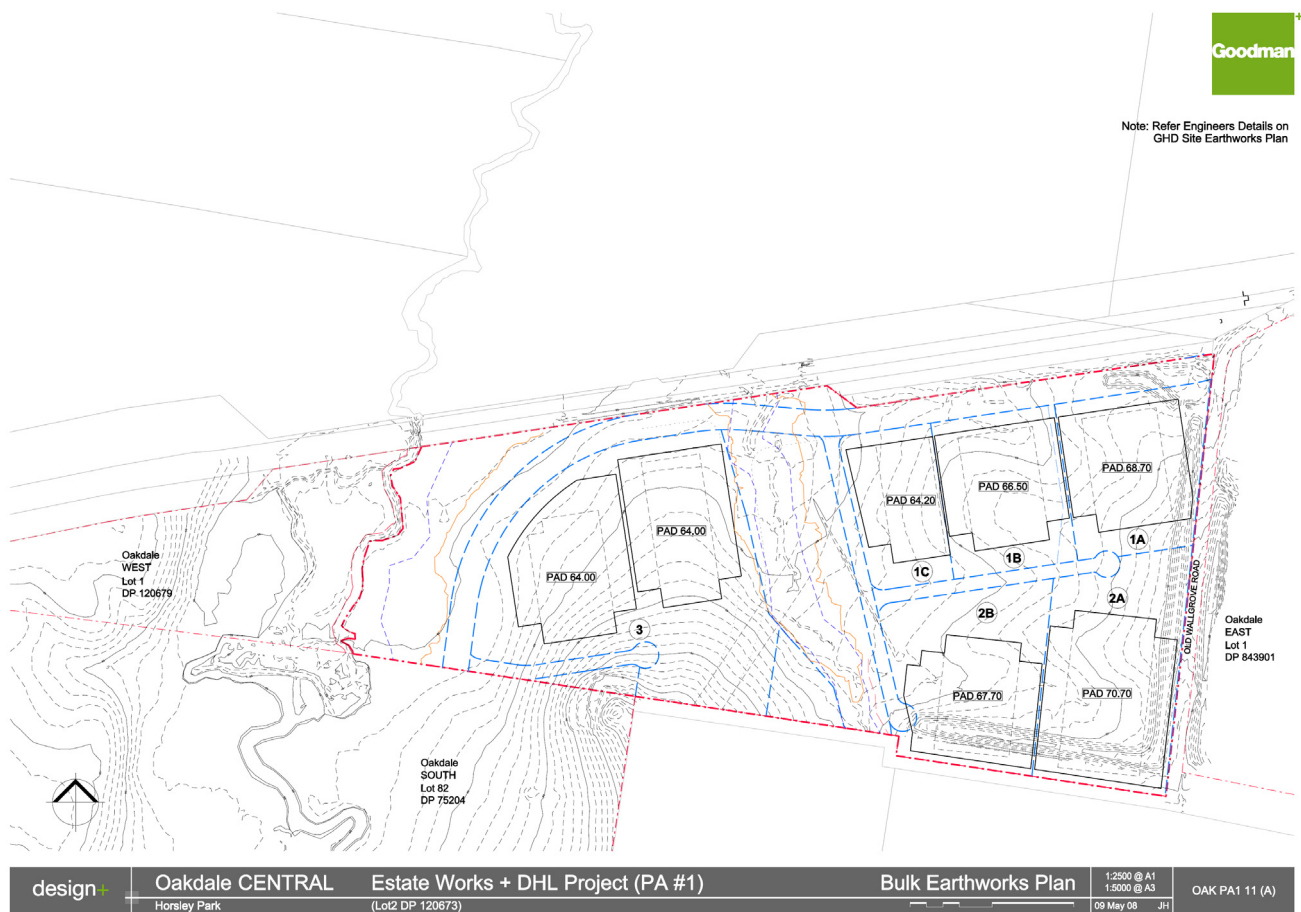


Figure 5.5: Bulk Earthworks Plan

5.5 Description of the DHL Facilities

Building 1A

Building 1A comprises a 20,000 m² warehouse and distribution facility, plus an ancillary 2-level office of 620 m² (the warehouse would also accommodate a number of small internal dock offices with a floor area of approximately 200m²). The facility would be used for warehousing and distribution of general consumer goods, including tobacco.

The facility has a north-south alignment, with access and loading provided to both the eastern and western sides of the building (facing Old Wallgrove Road and a temporary internal estate road, respectively).

The facility provides separate on-lot access/egress points for trucks and cars to minimise the potential for conflict, however car and trucks would share access to the facility via the Temporary Access Road. The facility would provide 152 car parking spaces and ample onsite hardstand for truck parking/queuing.

External finishes for the proposed building are shown on the attached building elevations, and in the Urban Design and Landscape Report (see **Appendix I**). The warehouse walls would comprise predominately precast concrete panels, as required for security purposes. To enhance the appearance of the building, the concrete panels would be treated to provide architectural relief (Nb. This treatment is discussed in more detail in Section 8.9). Roofing would comprise metal sheet roofing with 10% translucent roof sheeting over half of the building (Nb. The other half would be used for tobacco storage which precludes the use of translucent sheeting). The office façade would comprise a mix of Alucobond cladding and aluminium framed glazing.

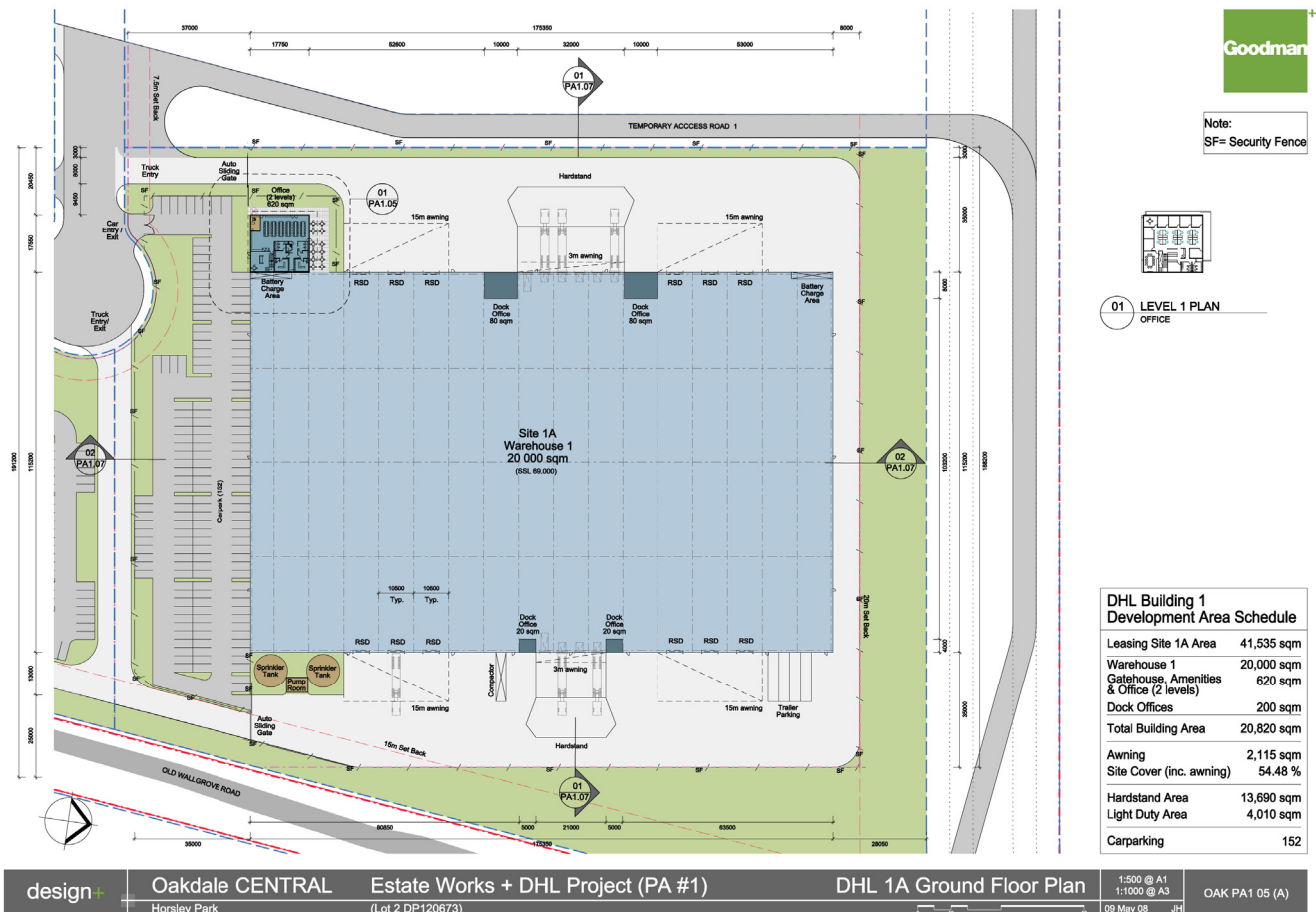


Figure 5.6: Building 1A Site Layout Plan

Building 2A

Building 2A comprises a 32,830 m² warehouse and distribution facility, plus an ancillary 2-level warehouse office of 800 m² (the warehouse would also accommodate a number of small external dock offices with a floor area of approximately 380m²). The facility would also be used for warehousing and distribution of general consumer goods. The building may be constructed in stages, as per the staging shown on Figure 5.7.

Like Building 1A, the facility has a north-south alignment, with access and loading provided to both the eastern and western sides of the building.

The facility provides separate on-lot access/egress points for trucks and cars to minimise the potential for conflict, however car and trucks would share access to the facility via the Temporary Access Road. The facility would provide a total of 240 car parking spaces. The facility would also provide ample onsite hardstand for truck parking/queuing.

External finishes for the proposed building are shown on the attached building elevations, and in the Urban Design and Landscape Report. As with Building 1A, the warehouse walls would comprise predominately precast concrete panels, required for security purposes. The concrete panels would be treated in a similar manner to Building 1A to provide architectural relief (Nb. This treatment is discussed in more detail in Section 8.9). Roofing would comprise metal sheet roofing with 10% translucent roof sheeting. The office façade would comprise a mix of Alucobond cladding and aluminium framed glazing.

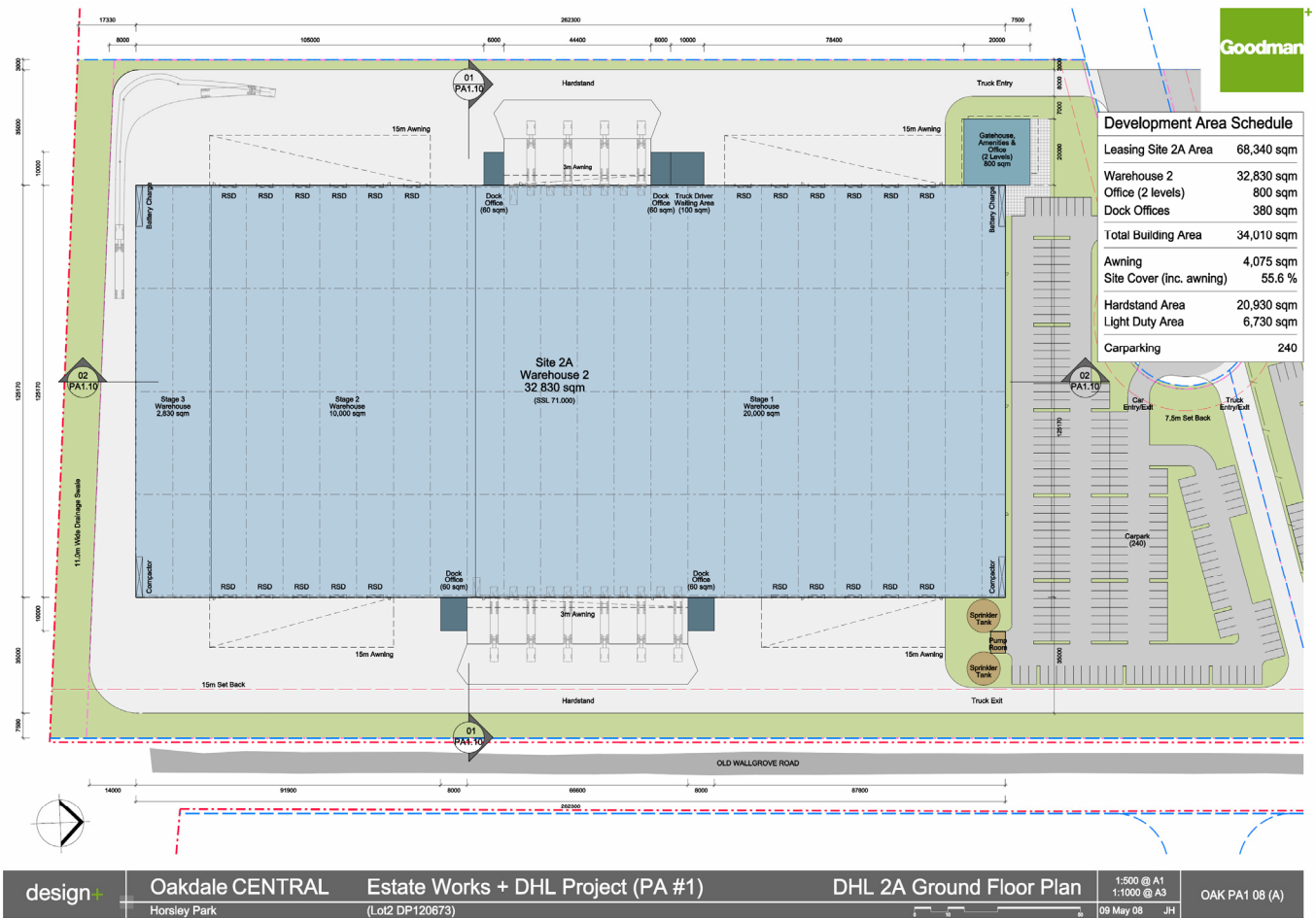


Figure 5.7: Building 2A Site Layout Plan

Facility Summary

A summary of the proposed facilities is provided in the following table.

Table 5.2: DHL Facility Summary

	Building 1A	Building 2A	Totals
Proposed Use	Warehousing and distribution	Warehousing and distribution	-
Areas (m ²)			
- Site (Lot) Area	41,535	68,340	109,875
- Warehouse Area ¹	20,000	32,830	52,830
- Office Area	620	1,180	1,800
- Gross Floor Area	20,620	34,010	54,630
- Awning Area	2,115	4,075	6,190
- Hardstand Area	13,690	20,930	34,620
- Other Paved Area	4,010	6,730	10,740
Site Cover (inc. awning)	54%	56%	55% (average)
No. Office Levels	2	2	-
Structure Slab Level (m AHD)	69.0	71.0	-
Building Height (m)	Ridge – 13.7 Wall – 10.0	Ridge – 13.7 Wall – 10.0	-
Car Parking Spaces	152	240	392

	Building 1A	Building 2A	Totals
<i>Hours of operation</i>	24 hours, 7 days	24 hours, 7 days	24 hours, 7 days
<i>Target Completion Date</i>	Aug 08	Dec 08	-
<i>Building Plans</i>	PA1.05-PA1.07	PA1.08-PA1.10	-

¹ Including minor internal dock office areas

5.6 Hours of Operation

The DHL facilities are proposed to operate up to 24 hours a day, 7 seven a week, 365 days a year.

Construction works would be undertaken in accordance with the hours as stipulated in the Department of Environment and Climate Change's (DECC's) *Environmental Noise Control Manual*, namely:

- 7:00am to 6:00pm Monday to Friday;
- 8:00am to 1:00pm Saturdays; and
- no work on Sundays or public holidays.

Construction works that are inaudible at surrounding receivers may be undertaken outside these times.

5.7 Capital Investment

The *DHL Project* has a capital investment value of \$89 million, comprising approximately \$51 million associated with the DHL facilities, and \$38 million in estate works and regional road works.

5.8 Employment

The DHL facilities would generate approximately 400 jobs once fully operational.

The construction phase of the *DHL Project* would generate approximately 300 full time equivalent jobs.

5.9 Infrastructure and Services

5.9.1 Access and Road Network

External Roadworks

Traffic assessment indicates that Old Wallgrove Road would require some relatively minor works to accommodate the *DHL Project*, including:

- minor widening between Roberts Road and the north-east corner to achieve a consistent 7 metre road width for heavy vehicle traffic (the current road width varies between 6 and 7 metres);
- local widening at bends to accommodate B-doubles;
- provision of a passing bay for southbound traffic at the site access point; and
- 60 km/h signposting for southbound traffic in the vicinity of the site access point.

These works (identified as 'Stage 1 external roadworks') would be conducted to the satisfaction of Blacktown City Council and Fairfield City Council, prior to the commencement of operations of the DHL facilities, or as otherwise approved by the Director-General.

Although traffic assessment indicates that it is not required to service the *DHL Project* (or the entire *Oakdale CENTRAL* development), Goodman has also committed to the additional upgrading of the 1.0km section of Old Wallgrove Road from Roberts Road to the north-eastern

corner of the site, as contemplated in the *CENTRAL Concept Plan* (see Section 4.6). These works (identified as ‘Stage 2 external roadworks’) would be undertaken as part of the *DHL Project*, subject to the RTA/NSW Government acquiring the land required for the road reservation. The additional land is owned by Transgrid, and forms part of the Eastern Creek Substation. The works would involve the upgrade of the bridge across the Sydney Water Pipeline Corridor, owned by Sydney Catchment Authority. The works are shown on Figure 5.8.

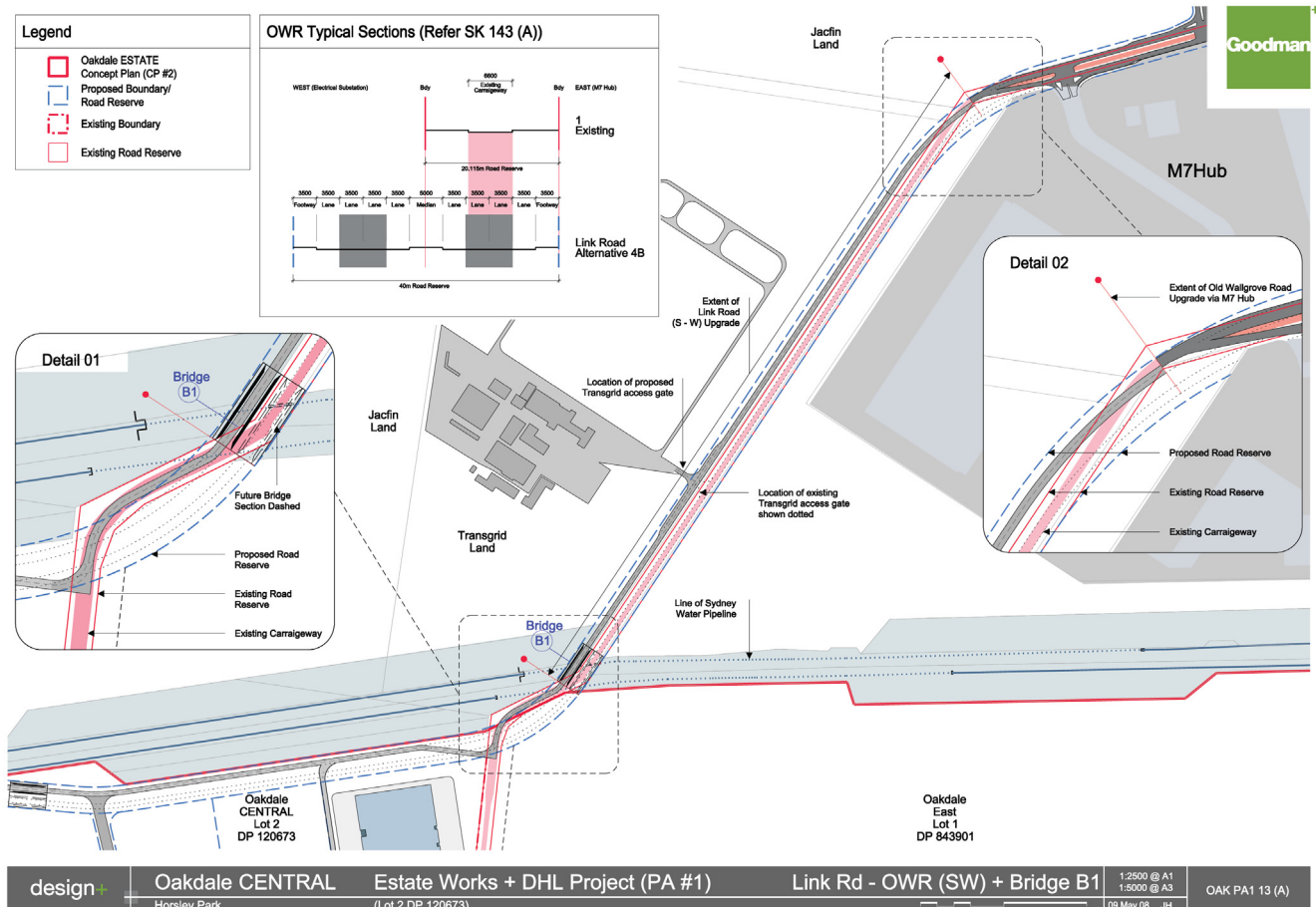


Figure 5.8: Stage 2 External Roadworks – Old Wallgrove Road Upgrade

Site Access and Internal Roads

The *DHL Project* proposes a single site access point to/from Old Wallgrove Road, as shown on Figure 5.3. The access is in the north-eastern corner of the site and is in a similar location to the existing site access for the Bedford Quarry. This access would provide truck and car access to the DHL facilities and the wider *Oakdale CENTRAL* precinct.

The internal roadworks would be undertaken in two broad stages.

The Stage 1 internal roadworks would involve construction of temporary access roads to service the DHL facilities. Part of Temporary Access Road 1 (see Figure 5.3) would be constructed generally on the alignment of the northern carriageway of the Link Road – Option A (as contemplated in the *Draft ESTATE Concept Plan*), and could ultimately become the link road's northern carriageway should Link Road Option A eventuate. The other half of Temporary Access Road 1 would be constructed over the location of planned hardstand for a future industrial building, and would thus only have a temporary function. The access road would provide access to the head of a cul-de-sac, which forms part of the ultimate internal access road network for the *Oakdale CENTRAL* precinct (ie. Estate Road 2).

The layout of the DHL warehouse facilities provides for one-way circulation for trucks around the facilities, to improve safety and reduce the potential for conflict.

The Stage 2 internal roadworks would involve the construction of other internal roads of the *CENTRAL Concept Plan*, including:

- the 2 northern lanes of the 'Link Road – Option A' (including a bridge across the Ropes Creek tributary in the middle of the site);
- Estate Road 1 – based on a 'collector road' design (2/4 lanes); and
- Estate Roads 2 and 3 – based on a 'local estate road' design (2 lanes plus parking).

Details and dimensions of the roadways are provided in Section 4.6.

It is noted that the proposal involves the construction of the northern carriageway of the Link Road so as not to preclude the possibility of the 'Southern Link Road', as contemplated in the RTA's Erskine Park Link Road Network Concept Plan (MP 06_0166) being ultimately developed on a different alignment (ie. ie. Option B or Option C as shown on Figure 3.1, or a variation of one of these alignments). As stated above, the link road corridor within *Oakdale CENTRAL* would be reduced to an estate road in this eventuality.

Parking

The project would provide a total of 392 car parking spaces for the DHL facilities. Parking spaces for each facility are detailed in Table 5.2 above.

All parking spaces would be appropriately sealed and linemarked.

5.9.2 Water Cycle Management

Stormwater Management

Drainage during construction works for the DHL facilities would be managed in accordance with the project-specific DHL Soil and Water Management Plan, which is attached in **Appendix B**, and discussed in Section 8.1.2. Additional Soil and Water Management Plans would be prepared for the other estate works (eg. Other estate roads, bulk earthworks on other development lots), prior to the commencement of the applicable works.

A Stormwater Management Strategy has been developed to define the operational drainage system for the DHL facilities, in a manner that is consistent with the Oakdale ESTATE Water Sensitive Urban Design Strategy. The strategy is attached in **Appendix C**, and discussed in Section 8.1.5. Key elements of the drainage system include:

- a vegetated swale along the northern boundary, draining to a precinct bio-retention basin (Basin 1);
- formalisation of the drainage channel on the southern boundary into a vegetated swale, draining to the Ropes Creek tributary; and
- on-site detention provided to each of the proposed facilities.

Potable Water

As discussed in Section 4.6.2, *Oakdale CENTRAL* is able to be serviced on an interim basis by connecting the site to the Minchinbury Water System, by extending the existing watermain in Old Wallgrove Road into the development site. The *DHL Project* would be serviced in accordance with this strategy.

In the long term, *Oakdale CENTRAL* (including the *DHL Project*) would be connected to the ultimate *Oakdale ESTATE* potable water system, which would involve the construction of a new

reservoir within Oakdale (as detailed in the Oakdale ESTATE Infrastructure Concept Plan), or elsewhere in *DOP Site 8* with the agreement of the applicable landowner.

Sewage

As discussed in Section 2.3.10, the site is not serviced with sewerage infrastructure, and the regional system would require major augmentation to service the Oakdale land. Accordingly, the Oakdale ESTATE Infrastructure Concept Plan proposes an innovative self-contained system to service the Oakdale lands. The Oakdale ESTATE Sewer Servicing Strategy is based on comprehensive water balance assessment and analysis.

A project-specific Sewage Management Strategy has been prepared for the DHL facilities (see **Appendix D**), in accordance with the Oakdale ESTATE Sewer Servicing Strategy.

As detailed in the DHL Sewer Management Strategy, it is proposed to service Buildings 1A and 2A on an interim basis by installing individual proprietary sewage treatment systems for each building, located in the vicinity of each building. The treatment systems would treat all sewage to recycled water standards as defined by the *NSW Guidelines for Urban and Residential Use of Reclaimed Water* (1993). The recycled water would be used within the two lots to service non-potable water end-uses (including toilet flushing, air conditioning and garden watering). Any recycled water that may become surplus to the non-potable water demands would be disposed of by irrigation in a dedicated area allocated within the lots and in vacant land within *Oakdale CENTRAL*.

Ultimately, Buildings 1A and 2A would be connected to a 'precinct' scale treatment and recycled water system which services the entire *Oakdale CENTRAL* precinct. The location of the precinct system treatment plant is planned to the west of the unnamed tributary to Ropes Creek. As indicated in Section 5.3, the *DHL Project* includes subdivision of a parcel of land to accommodate this future sewage treatment plant. Subdivision of this parcel will allow planning to commence for the future development of the precinct system (subject to separate approval).

Rainwater Harvesting

The *DHL Project* would participate in the Regional Rainwater Harvesting Scheme (as discussed in Section 4.6.2), if the harvesting scheme project proceeds. In this regard, the proposed DHL facilities would include provision for roof and hardstand stormwater to be collected, stored and discharged separately. Unless detailed planning dictates otherwise, the roof stormwater infrastructure would include:

- a rainwater collection system with a design capacity for the 1 in 20 year (critical duration) storm event; and
- roof water reservoirs or storage tanks with a capacity of at least 440kL/ha of roof services or 190kL/ha gross land area (whichever is larger), and the ability to discharge flows (by way of pumped rising mains or gravity mains) to any regional rainwater harvesting infrastructure at a rate of 11.6L/s per megalitre of storage.

This specification is consistent with other recently approved projects in the Western Sydney Employment Hub.

As detailed in Section 4.6.2, the rainwater harvesting infrastructure would be provided on a staged basis, in accordance with the status of the regional scheme. In this regard, Goodman would provide the dual pipes to the warehouse buildings in conjunction with building construction, and would install the associated storage tanks in conjunction with the construction of the regional rainwater harvesting infrastructure (ie. regional trunk mains), by the relevant infrastructure provider.

Adequate space is available for the provision of the storage tanks within the site areas for Buildings 1A and 2A. In this regard, it is likely that the tanks would be provided below the carparks, which is able to be undertaken without significant disruption to site operations. Given that the final location of the tanks is to be confirmed, Goodman has committed to determining the final location in consultation with Council and to the satisfaction of the Director-General.

5.9.3 Electricity

As discussed in Section 4.6.3, *Oakdale CENTRAL* is able to be serviced on an interim basis by connecting the site to the existing Eastern Creek Zone Substation located at the corner of Old Wallgrove Road and Roberts Road. The *DHL Project* would be serviced in accordance with this strategy.

In the long term, *Oakdale CENTRAL* (including the *DHL Project*) would be connected to the ultimate Oakdale electricity servicing scheme, which involves the construction of a zone substation within Oakdale (as detailed in the Oakdale Infrastructure Concept Plan), or elsewhere in *DOP Site 8* with the agreement of the applicable landowner.

5.9.4 Gas

As discussed in Section 4.6.4, a reticulated gas supply into Oakdale is able to be provided by extending the high pressure gas line in Old Wallgrove Road into the site. The *DHL Project* would be serviced in accordance with this strategy.

5.9.5 Telecommunications

Telecommunications would be provided via existing services in Old Wallgrove Road.

5.10 Resource Use Management

5.10.1 Water Conservation

The water balance assessments undertaken for the *Draft ESTATE Concept Plan* indicate that the project would achieve a potable water use reduction of some 70%, given the proposed:

- sewage recycling; and
- rainwater harvesting.

The features are discussed in Section 4.6.2.

5.10.2 Energy Conservation

To minimise energy use and greenhouse gas emissions, the DHL facilities would incorporate the following measures:

- warehouse roofing would comprise 10% translucent sheeting (apart from the area above proposed tobacco storage in Building 1A);
- warehouses have been designed to encourage cross ventilation and natural venting;
- offices have been designed to maximise natural lighting through generous use of glazing;
- western elevations have been designed with generous awnings and minimisation of exposed glazing (offices); and
- energy efficient lighting and occupancy sensing lighting controls would be installed throughout the facilities.

5.11 Landscaping

Landscaping for the DHL facilities would be undertaken in accordance with the project-specific DHL Landscape Plan (see **Appendix I**). The Landscape Plan has been prepared in a manner that is consistent with the Landscape Masterplan in the *Draft ESTATE Concept Plan*.

Refer to Section 8.9.2 for further detail on the landscaping principles.

5.12 Signage

Business identification and directional signage would be installed on the DHL building facades and site entries, however detailed plans of the proposed signage are not known at this time.

Estate signage would also be installed, in particular an estate entry marker in the north-eastern corner of the site.

Prior to installing any signage on the site, Goodman proposes to submit detailed plans of the proposed signage to the Department of Planning for approval. The plans would be prepared in consultation with Fairfield City Council, and would be consistent with a Signage Strategy prepared for the *CENTRAL Concept Plan*.

6 Statutory & Planning Context

6.1 Environmental Planning and Assessment Act 1979

6.1.1 Major Project

The development the subject of the proposed *CENTRAL Concept Plan* is classified as a major project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), because it involves development for the purpose of storage or distribution centres with a capital investment value of more than \$30 million, and therefore triggers the criteria in Clause 12 of Schedule 1 of *State Environmental Planning Policy (Major Projects) 2005*.

Section 75M of the EP&A Act allows the Minister for Planning to authorise a proponent to apply for approval of a concept plan for a major project. The Minister has authorised the preparation of the *CENTRAL Concept Plan*. The Minister is the approval authority for the concept plan application.

The proposed *DHL Project* is also classified as a major project, as it meets the criteria identified above. Therefore, the Minister is also the approval authority for the *DHL Project*.

In accordance with Section 75M of the EP&A Act, a single application has been made for approval of the *CENTRAL Concept Plan* and for approval to carry out the *DHL Project*.

6.1.2 Permissibility

Although the land the subject of the application is still zoned Non Urban-Residential 1(a) under the *Fairfield Local Environmental Plan 1994*, the land is identified as employment land under the Metropolitan Strategy and the *Draft State Environmental Planning Policy (Western Sydney Employment Hub) 2008*. Accordingly, the Minister has authorised the preparation of the *CENTRAL Concept Plan*, and as a consequence the Minister is able to approve both the *CENTRAL Concept Plan* and the *DHL Project*.

6.1.3 Public Exhibition

Under Section 75H(3) of the EP&A Act, the Director-General of the Department of Planning is required to make this Environmental Assessment publicly available for at least 30 days.

During the exhibition period interested stakeholders will be able to make a submission on the *CENTRAL Concept Plan* and the *DHL Project*. Under clause 8B of the EP&A Regulation the Director-General's assessment report is required to include copies of these submissions, or a summary of the issues raised in the submissions. Section 75J(2) of the EP&A Act requires the Minister to consider the Director-General's report (and the reports, advice and recommendations contained in it) when deciding whether or not to approve the carrying out of the project.

6.1.4 Environmental Planning Instruments

Under section 75I(2) of the EP&A Act, the Director-General's report is to include a copy of or reference to:

- (a) State Environmental Planning Policies that substantially govern the carrying out of the project; and
- (b) other environmental planning instruments that substantially govern the carrying out of the project and that have been taken into consideration in the EA.

The following environmental planning instruments would apply if the project had been assessed under Part 4, however none of the instruments listed substantially govern the project:

- *SEPP No.33 – Hazardous and Offensive Development*;
- *SEPP No.55 – Remediation of Land*;
- *SEPP No.59 – Central Western Sydney Economic and Employment Area*;
- *SEPP No.64 – Advertising and Signage*;
- *Draft SEPP No.66 – Integration of Land Use and Transport*;
- *SEPP (Infrastructure) 2007*;
- *SEPP (Major Projects) 2005*;
- *Sydney Regional Environmental Plan (SREP) No.9 – Extractive Industry*;
- *SREP No.20 – Hawkesbury-Nepean River*; and
- *Fairfield Local Environmental Plan (LEP) 1994*.

The instruments have therefore not been considered and were not required to be considered by the Director-General's requirements.

Draft *SEPP (Western Sydney Employment Hub) 2008* was placed on public exhibition by the Department of Planning on 19 March 2008. Although the Draft SEPP does not apply to the *CENTRAL Concept Plan* or the *DHL Project* (by virtue of the Draft SEPP's savings provisions, see Cl. 34), the proposal is considered to be consistent with the applicable provisions of the Draft SEPP.

In particular it is noted that the proposed landuses of the *CENTRAL Concept Plan* are generally consistent with the permissible landuses listed in Part 2 of the Draft SEPP.

Part 5 of the Draft SEPP provides the principal development standards for development under the SEPP. As outlined in Section 4.7, *Oakdale CENTRAL* will be developed in accordance with the SEPP's development standards. Further, as detailed in Section 6.3, the *DHL Project* is considered to be consistent with the development standards under the Draft SEPP.

6.1.5 Objects of the EP&A Act

Section 5 of the EP&A Act sets out the objects of the Act. It is considered that the objects of most relevance to the *CENTRAL Concept Plan* and *DHL Project* are those found in Section 5(a)(i)-(vii). These objects are reproduced below:

The objects of this Act are:

- (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 co-ordination of communication and utility services,*
 - (iv) *the provision of land for public purposes,*
 - (v) *the provision and co-ordination of community services and facilities,*
 - (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.*

It is considered that the *CENTRAL Concept Plan* and the *DHL Project* are able to be carried out in a manner that is consistent with these objects. In particular, it is noted that:

- high value clay/mineral resources on the site are being partially extracted as part of the Bedford Quarry operations, prior to subsequent employment-related (industrial) development of the site (Object 5(a)(i));
- the proposal provides for the orderly and economic use of the land (Object 5(a)(ii)) as it allows for industrial employment generating uses and it would not preclude future industrial or employment uses in the locality;
- the proposal provides a comprehensive infrastructure strategy to service *Oakdale CENTRAL* and the wider Site 8 area of the Western Sydney Employment Hub (Object 5(a)(iii));
- the proposal provides for the provision of considerable environmental conservation and recreational open space land and facilities (Objects 5(a)(i),(iv),(v),(vi));
- the proposal is able to be carried out without any significant environmental impacts (Object 5(a)(vi)); and
- the proposal is able to be undertaken in a manner that is consistent with the principles of ecologically sustainable development (Object 5(a)(vii)), including:
 - the precautionary principle – the proposal does not entail a threat of serious or irreversible environmental damage;
 - inter-generational equity – the proposal would not adversely affect future generations;
 - conservation of biological diversity and ecological integrity – the proposal provides for the protection and enhancement of biodiversity values of the site; and
 - improved valuation, pricing and incentive mechanisms.

6.2 Metropolitan Strategy

The Sydney Metropolitan Strategy, released in December 2005, is the State Government's long-term planning blueprint for the Sydney Metropolitan Area for the next 20 years. It caters for the creation of 500,000 extra jobs over the period to 2030. Nearly half of these are planned to be provided in Western Sydney. The 2,450 hectare Western Sydney Employment Hub is intended to play a vital role in fulfilling this vision. It is also intended to play a vital strategic role in maintaining Sydney's position as an economic powerhouse and preferred location for Asian-Pacific regional headquarters.

The site is identified in the Metropolitan Strategy as part of the Western Sydney Employment Hub (see Figure 1.2).

The *Oakdale ESTATE* represents some 64% of the land area of 'Site 8' in the Western Sydney Employment Hub. The whole of Site 8 represents some 26% of the Western Sydney Employment Hub.

It is considered that the *CENTRAL Concept Plan* and *DHL Project* are wholly consistent with the Metropolitan Strategy's *Economy and Employment Strategy*, and are able to be conducted in a manner that is consistent with all other aspects of the Metropolitan Strategy.

6.3 Compliance with Development Controls

6.3.1 CENTRAL Concept Plan Controls

An assessment of the *DHL Project* against the development controls of the *CENTRAL Concept Plan* (see Section 4.7) is provided below.

Table 6.1: CENTRAL Concept Plan Compliance

Issue	Key Provisions	DHL Project Complies (Yes or No)	Comments
Lot Dimensions	<ul style="list-style-type: none"> Min. lot area 5,000m²; Min. built area 2,500m². 	Yes	<ul style="list-style-type: none"> Proposal complies
Site Coverage	<ul style="list-style-type: none"> Max. site coverage 65% 	Yes	<ul style="list-style-type: none"> Proposal complies
Building Setbacks	<ul style="list-style-type: none"> Relevant building setbacks: <ul style="list-style-type: none"> - 20 metres to link road; - 15 metres to collector road; - 7.5 metres to local estate roads. 	Yes	<ul style="list-style-type: none"> Proposal complies with all applicable setback controls; Setbacks to Old Wallgrove Road are based on a road reserve width of 23 metres (ie. consistent with the 'collector' road status); Some driveway/accessway would be located in the setback to Old Wallgrove Road, however minimum landscaping complies with the development control (ie. more than 50%).
Car Parking Provision	<ul style="list-style-type: none"> Relevant parking rates include: <ul style="list-style-type: none"> - warehouses, 1 sp/200m²; - offices, 1 sp/40m². 	Yes	<ul style="list-style-type: none"> Proposal complies; See Section 8.8.

6.3.2 Fairfield Development Control Plan 2006

Chapter 9 of the Fairfield DCP provides development controls for industrial development. An assessment of the both the *CENTRAL Concept Plan* and the *DHL Project* against the relevant provisions of the Fairfield DCP is provided in the following table.

Table 6.2: Fairfield DCP Compliance

DCP Section	Issue	Key Development Standards	Complies (Yes or No)	Comment (Nb. 'Proposal' refers to both the CENTRAL Concept Plan and the DHL Project)
9.1	Site Dimensions	<ul style="list-style-type: none"> Lot Frontage; Lot Size. 	Yes	<ul style="list-style-type: none"> Proposal complies
9.2	Setbacks	<ul style="list-style-type: none"> Min. setback 10 metres (generally) 	Yes	<ul style="list-style-type: none"> Proposal complies
9.3	Car Parking, Vehicle and Access Management	<ul style="list-style-type: none"> General; Car Parking Requirements; Loading Facilities; On-site Manoeuvring; Vehicle Access; Pedestrian Movement; Splay Corners. 	No	<ul style="list-style-type: none"> Proposal complies with all standards, except car parking rates; See Section 8.8
9.4	Advertising Signs	<ul style="list-style-type: none"> Advertising provisions 	Yes	<ul style="list-style-type: none"> Assumed compliance, however signage details yet to be fully determined. See Section 5.12.

DCP Section	Issue	Key Development Standards	Complies (Yes or No)	Comment (Nb. 'Proposal' refers to both the CENTRAL Concept Plan and the DHL Project)
9.5	Streetscape Amenity	<ul style="list-style-type: none"> Landscaping; Traffic Management; Building Materials; Hours of Operation; Residue Land. 	Yes	<ul style="list-style-type: none"> Proposal complies
9.6	Additional Controls for Specific Activities	<ul style="list-style-type: none"> Storage Yards 	Yes	<ul style="list-style-type: none"> Storage and service areas to be effectively screened.

6.3.3 SEPP (Western Sydney Employment Hub) 2008

Part 5 of the *Draft SEPP (Western Sydney Employment Hub) 2008* provides 'Principal Development Standards' for development in the employment area. An assessment of the *DHL Project* against the draft development standards is provided in the following table.

Table 6.3: Draft SEPP (WSEH) Compliance

SEPP Clause	Issue	Key Development Standards	DHL Project Complies (Yes or No)	Comment
21	Design	<ul style="list-style-type: none"> High quality design; High quality landscaping. 	Yes	<ul style="list-style-type: none"> See Section 8.9
22	Sustainability	<ul style="list-style-type: none"> Water use efficiency; Energy efficiency. 	Yes	<ul style="list-style-type: none"> See Section 5.10
23	Height of Buildings	<ul style="list-style-type: none"> Heights to consider visual impact and topography 	Yes	<ul style="list-style-type: none"> See Section 8.9
24	Rainwater Harvesting	<ul style="list-style-type: none"> Rainwater harvesting infrastructure to be provided 	Yes	<ul style="list-style-type: none"> See Section 5.9
25	Development Adjoining Residential Land	<ul style="list-style-type: none"> Development within 250m of residential area to consider impacts 	N/A	<ul style="list-style-type: none"> Closest residential area is 500m from <i>Oakdale CENTRAL</i>; See Section 8.
26	Development involving Subdivision	<ul style="list-style-type: none"> Land fragmentation; Employment land supply impacts; Access to roads and services 	Yes	<ul style="list-style-type: none"> Proposed subdivision maximises employment land potential of the site, and provides flexibility in the final link road location; See Sections 4.5 and 5.3.
27	Public Utility Infrastructure	<ul style="list-style-type: none"> Required infrastructure to be provided, including potable water, electricity, gas and sewerage. 	Yes	<ul style="list-style-type: none"> Proposal provides comprehensive infrastructure servicing strategy; See Sections 4.6 and 5.9.

6.4 Other Approvals

The *DHL Project* would require the following key additional approvals prior to the commencement of relevant project works:

- consent to carry out a work on a public road (Old Wallgrove Road), under Section 138 of the *Roads Act 1993*; and
- approval to operate a system of sewage management, under Section 68 of the *Local Government Act 1993*.

It is noted that Environmental Protection Licences (EPLs) under the *Protection of the Environment Operations Act 1997* are required for sewage treatment systems with intended processing capacities of 2,500 persons equivalent or 750 kL/day and that will involve discharge of wastes to land or waters. The proposed sewage treatment systems would not exceed this capacity, and as such an EPL would not be required for the *DHL Project*.

6.5 Development Contributions

6.5.1 Fairfield Development Contributions Plans

Fairfield City Council has two development contributions plans that potentially apply to the land the subject of the application:

- *Fairfield Section 94 Developer Contributions Plan 1999* (September 2006 version); and
- *Fairfield Section 94A Level Development Contributions Plan 2006*.

The site is located at the western extremity of the 'Rural Catchment' under the Section 94 Plan. The plan identifies a range of infrastructure required for the catchment, including:

- community facilities;
- recreation and open space embellishment;
- stormwater drainage facilities; and
- road upgrades and traffic management facilities.

None of these identified infrastructure requirements are on or in the vicinity of the site.

The contributions rates in the Section 94 Plan are based on standard rural allotments used for residential purposes. The plan notes that separate rates calculation is required for non-residential development, although the basis for the separate calculation is not fully specified or quantified in the plan.

The Section 94A Plan applies a standard 1% contribution rate for all development above a minimum threshold (\$12,000). A s94A condition cannot be imposed if a condition under Section 94 is imposed.

As detailed below, rather than paying contributions under the Section 94 or 94A plans, Goodman has offered to enter into planning agreements for the development of *Oakdale CENTRAL*, in accordance with Section 93F of the EP&A Act. A planning agreement is a more sensible and reasonable approach for the development of Oakdale as:

- a planning agreement provides a much more targeted approach to contributions, based on the demands for public infrastructure and facilities generated by the Oakdale project, and the opportunities presented by the Oakdale lands (say, for provision of recreational opportunities); and
- the contribution rates in the Section 94 Plan are not directly relevant to the Oakdale project, and the plan does not specifically envisage or consider the demands generated by the development of the employment lands.

6.5.2 Oakdale CENTRAL Contributions

The *CENTRAL Concept Plan* includes a commitment to enter into a planning agreement/s as part of applicable project applications, in accordance with Division 6 of Part 4 of the EP&A Act, based on a targeted assessment of the demand for public infrastructure generated by the development of *Oakdale CENTRAL*, and the opportunities for provision of public facilities (particularly recreation and open space) presented by the *Oakdale CENTRAL* site.

The contributions framework for the *CENTRAL Concept Plan* has been prepared with reference to, and in a manner that is consistent with, a wider contributions framework that will be proposed for the *Draft ESTATE Concept Plan*.

The contributions framework under the *CENTRAL Concept Plan* is presented in Table 6.4 below, and illustrated in Figure 6.1. As shown, the offers cover a range of public infrastructure and facilities needs in the area.

The contributions identified in the *CENTRAL Concept Plan* would be delivered in a staged manner in accordance with the development of *Oakdale CENTRAL*, and the demands generated by that development. It is proposed that Goodman would provide the contributions and the Government would recoup contributions from others and reimburse Goodman for that percentage that is not attributable to Goodman projects.

In this regard, the *DHL Project* includes an offer to enter into a planning agreement, which would provide a significant component of the draft contributions framework identified in the *CENTRAL Concept Plan*. The contributions under the *DHL Project* are included in Table 6.4. That offer is on the basis that a planning agreement will be entered into within 12 months of the date of any *DHL Project* approval and that the contributions are applicable for the purpose of the *DHL Project* and the *CENTRAL Concept Plan*.

Table 6.4: Oakdale CENTRAL Development Contributions – Infrastructure and Facilities

Item	ID	Draft ESTATE Concept Plan Contribution Framework	ID	CENTRAL Concept Plan Contribution Framework	ID	DHL Project Contribution	Value (Central Precinct) (\$million)			Notes
							Land	Works	Total	
Regional Roads	A	Construct 6.1km Southern Link Road (inc. bridges and Mamre Road/Bakers lane int. upgrade)	A1	Construct 1.0km of Southern Link Road, including upgrading the bridge over the Sydney Water Pipeline	A1	Construct 1.0km of Southern Link Road, including upgrading the bridge over the Sydney Water Pipeline	0	11.2	11.2	1,2
			A2	Subdivide land for Southern Link Road within Oakdale CENTRAL	A2	Subdivide land for Southern Link Road within Oakdale CENTRAL	8.5	0	8.5	1,3
	B	Construct 1.3 km North-South Collector Road in Oakdale WEST (inc. bridge over Sydney Water Pipeline)	B	N/A	B	N/A	0	0	0	1
	C	Contribute to upgrade of M7 Motorway interchange	C	N/A	C	N/A	0	0	0	
Regional Sewer	D	Construct (and manage) fully self contained sewerage management system	D	Construct (and manage) fully self contained sewerage management system for Oakdale CENTRAL	D	Construct (and manage) fully self contained sewerage management system for DHL Buildings 1A and 2A	1.6	5.9	7.5	
Regional Water	E	Construct Reservoir to service Site 8	E	N/A	E	N/A	1.6	0	1.6	1
	F	Facilitate necessary planning approvals for the Regional Rainwater Harvesting Scheme	F	N/A	F	N/A	0	0	0	4,5
	G	Construct Oakdale Rainwater Harvesting Estate Infrastructure	G	Construct Oakdale CENTRAL Rainwater Harvesting Estate Infrastructure	G	N/A (although project does include applicable building infrastructure)				Not Costed 5
Regional Electricity	H	Provide land for new Electrical Substation on Oakdale ESTATE	H	N/A	H	N/A	0	0	0	
Community Open Space / Recreation	I	Provide 34ha of publicly-accessible open space for passive and active recreation in Ropes Creek Precinct	I	Subdivide land to create 7.4ha of recreation/open space adjacent Ropes Creek and Ropes Creek tributary within Oakdale CENTRAL	I	Subdivide land to create 7.4ha of recreation/open space adjacent Ropes Creek and Ropes Creek tributary within Oakdale CENTRAL				Not Costed 6
	J	Construct publicly-accessible recreational facilities in Ropes Creek Precinct	J	N/A	J	N/A	0	0	0	7
Environmental Conservation	K	Establish and/or conserve 41ha of vegetation on Oakdale ESTATE	K	Establish and/or conserve 4.6ha of vegetation adjacent Ropes Creek and Ropes Creek tributary within Oakdale CENTRAL	K1	Subdivide land to create 4.6ha of environmental conservation land adjacent Ropes Creek and Ropes Ck tributary in Oakdale CENTRAL				Not Costed 8
					K2	Establish and/or conserve 1.78 ha of vegetation adjacent Ropes Creek tributary within Oakdale CENTRAL				Not Costed 8
Total Value									28.8	1

Notes

- Subject to equitable agreement that provides for reimbursement by the NSW Government to Goodman from the contributions of other landowners/developers that benefit from the infrastructure installed by Goodman.
 - Subject to NSW Government making available the additional road reservation for land outside the Oakdale land. Land value shown does not include this land.
 - Based in 'Option A' link road. As detailed in the EA, alternative road alignments have not been precluded.
 - Approvals to include Oakdale infrastructure and regional infrastructure (pipelines) within the Sydney Water Pipeline Corridor. Scheme assumed to be built and funded by infrastructure provider.
 - Subject to confirmation of the scheme's feasibility by the NSW Government and/or infrastructure provider.
 - Land to remain privately owned. The area would include land to be used for stormwater detention.
 - Facilities to include shared cycle/pedestrian path, BBQ facilities, amenities, public art, landscaping and similar.
 - Subject to ability to use the conservation area for biobanking in accordance with any such scheme introduced by the NSW Government.
- General Design of all infrastructure/facilities/contributions as described in the CENTRAL Concept Plan.
- General Contributions subject to exclusion of the application of s.94, s.94A and s.94EF of the EP&A Act to all development on Oakdale.

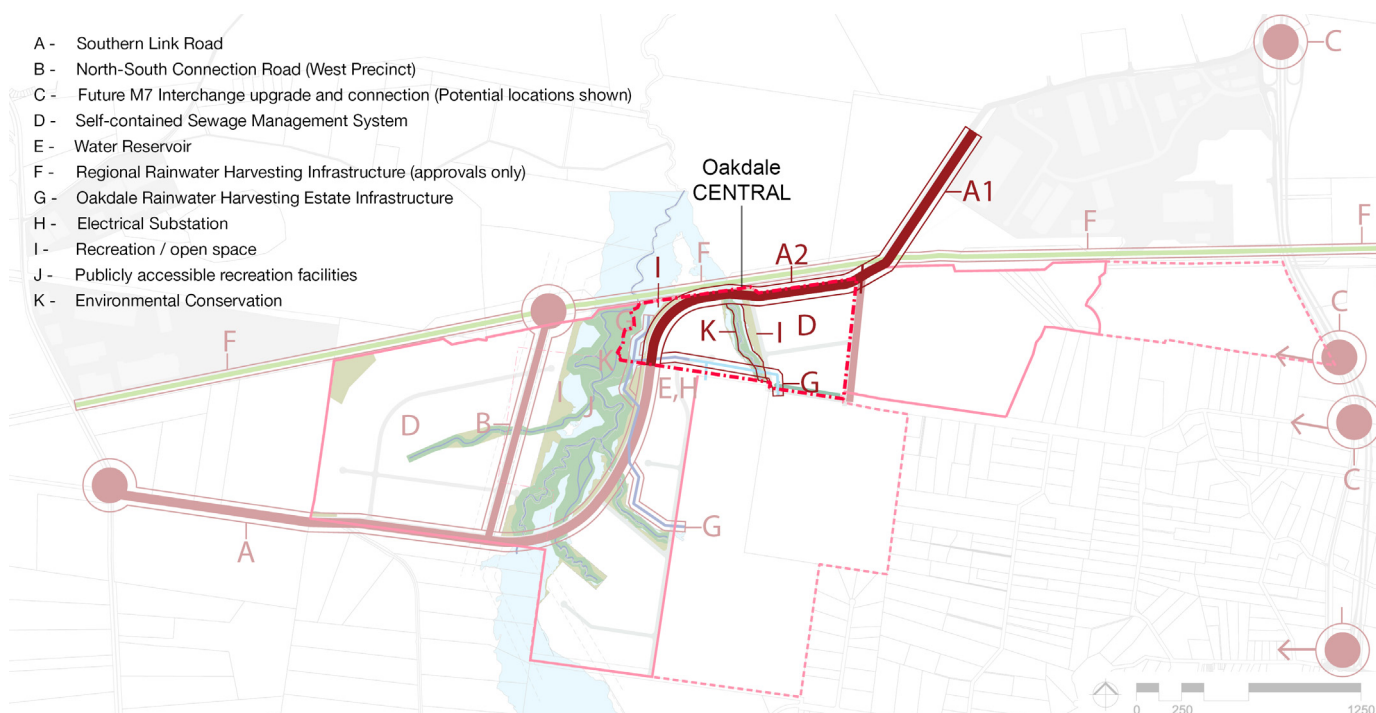


Figure 6.1: Oakdale CENTRAL Development Contributions – Infrastructure and Facilities

7 Consultation and Identification of Key Issues

Development of the *Draft ESTATE Concept Plan*, *CENTRAL Concept Plan* and the *DHL Project* has been the subject of detailed consultation with government authorities, service providers and other landowners within Site 8 of the Western Sydney Employment Hub.

Based on this consultation, it is considered that Goodman and the relevant stakeholders have gained a good appreciation of the key issues relevant to development of Oakdale and the *Oakdale CENTRAL* precinct. Stakeholders consulted, and the key issues raised by or considered to be of relevance to these stakeholders, are listed in the following table.

Table 7.1: Consultation and Issues Raised

Stakeholder	Key Issues
Government Authorities	
<i>Department of Planning</i>	General planning and environmental issues; infrastructure planning and funding
<i>Roads and Traffic Authority</i>	Road design; traffic and transport; road funding
<i>Sydney Catchment Authority</i>	Rainwater harvesting, protection of water infrastructure
<i>Department of Environment and Climate Change</i>	General environmental protection; sewage treatment and disposal; noise; air quality; biodiversity; Aboriginal cultural heritage
<i>Department of Water and Energy</i>	Riparian area protection; soil and water
<i>Fairfield City Council and Penrith City Council</i>	General planning and environmental issues; Traffic and transport, infrastructure funding and contributions; biodiversity; soil and water; visual amenity (design and landscaping)
Infrastructure and Service Providers	
<i>Sydney Water</i>	Water and sewer servicing
<i>Integral Energy</i>	Electricity servicing
<i>Transgrid</i>	Transmission line easements; expansion of Old Wallgrove Road corridor (on Transgrid land)
<i>Alinta Gas</i>	Gas servicing
Other Site 8 Landowners	
<i>CSR Limited, Jacfin Pty Limited and Jokona Pty Limited</i>	Access and transport; infrastructure provision and funding; whole-of-site (Site 8) planning

The Director-General of the Department of Planning has provided his environmental assessment requirements for the *CENTRAL Concept Plan* and *DHL Project*. These requirements are reproduced in the table in **Appendix A**. The table includes references to where each of the Director-General's requirements have been addressed in this Environmental Assessment.

The key issues identified for assessment in the Director-General's environmental assessment requirements and/or Goodman's consultation and assessment of the project to date, include:

- infrastructure provision and funding (particularly roads, water and sewer);
- layout/design of the estate;
- traffic and transport;
- soil and water;
- noise; and
- visual amenity.

These issues, along with other environmental issues of relevance to the project, are addressed in Section 8 below.