

**Oakdale CENTRAL Concept Plan (MP 08\_0065) and Estate Works + DJL Project Application (08\_0066)**  
**Response to Submissions Table**

<b>Issue Title</b>	<b>Issue/Recommendation</b>	<b>Response</b>	<b>Action / Amendment</b>
<b>Government Agency Submissions</b>			
<b>Department of Environment and Climate Change</b>			
	DECC comments that it is able to support the proposal in its current form.	<ul style="list-style-type: none"> <li>No response required by Goodman.</li> </ul>	
<b>Department of Water and Energy</b>			
<i>Riparian Corridors</i>	DWE notes that the EA should be amended to include the Category 1 riparian zone in and around Ropes Creek at the southern end of <i>Oakdale SOUTH</i> .	<ul style="list-style-type: none"> <li>Goodman notes that <i>Oakdale SOUTH</i> is not the subject of the current application. DWE's comments in relation to this area will be considered in the finalisation of the planning for the wider <i>Oakdale ESTATE</i>.</li> </ul>	
	DWE comments that the EA needs to clearly demonstrate that the minimum riparian zones are achieved, and requests a scaled plan of the zones	<ul style="list-style-type: none"> <li>The proposed riparian areas are outlined in Section 4 of the Riparian Areas Assessment, and shown on the scaled building plans;</li> <li>A scaled plan showing the core riparian zone (CRZ) and outer riparian zone (ORZ) has been prepared in accordance with DWE's request (see Attachment A);</li> <li>See below for discussion on riparian zone widths.</li> </ul>	<ul style="list-style-type: none"> <li>Additional plan showing riparian zones prepared (see Attachment A)</li> </ul>
	DWE recommends that only environmental protection works and crossings should be located in the riparian zones (CRZ and ORZ (or VB)), that detention basins should be located outside the riparian zones (CRZ and ORZ), that the full riparian zones (CRZ and ORZ) should be rehabilitated with native vegetation at a density that would occur naturally, and that all bushfire asset protection zones should occur outside the riparian zones (CRZ and ORZ).	<ul style="list-style-type: none"> <li>Goodman notes that DWE's recommendations are a departure from the riparian planning discussed with DWE (Greg Brady) during the site inspections for the project, a departure from the riparian area uses outlined in the Riparian Areas Assessment (prepared in consultation with DWE), and a departure from the Blue Book;</li> <li>Goodman understands that DWE's recommendations are based on its recently released <i>Guidelines for Controlled Activities – Riparian Areas</i> (February 08), which have been widely criticised by industry, and which are based on a different stream classification system than that in the Blue Book;</li> <li>Proposed landuses are outlined in Section 4.4 of the EA. The E2 Environmental Conservation zone equates to the core riparian area. The RE2 Recreation zone includes the ORZ. Proposed landuses within the CRZ and ORZ are also outlined in Section 4 of the Riparian Areas Assessment;</li> <li>As outlined, utility services (apart from crossings), stormwater management facilities, recreational facilities (generally), and bushfire asset protection measures would be located outside the CRZ, but potentially within the ORZ;</li> </ul>	

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Category 3 watercourses	DWE recommends that either (1) all Category 3 watercourses on the site be retained, or (2) a 30m wide vegetated corridor is established along the northern boundary for the length of the site	<ul style="list-style-type: none"> <li>At a site inspection with DWE on 12 April 2007, DWE stated that the 10 metre ORZ width could be 'averaged' in order to provide rational property boundaries. DWE also stated that detention facilities could be provided within the ORZ;</li> <li>Goodman believes that compliance with DWE's recommendations is unreasonable and has the potential to sterilise a large amount of employment-generating land.</li> </ul>	
		<ul style="list-style-type: none"> <li>Goodman believes that both of the options recommended by DWE are unreasonable, would sterilise a large areas of good employment-generating land, and would provide little environmental benefit;</li> <li>With regard to retaining all Category 3 streams, Goodman notes that there was only one Category 3 identified on <i>Oakdale CENTRAL</i>, and this stream has been destroyed as part of the approved quarry operations;</li> <li>With regard to the recommended 30m wide corridor, Goodman understands the intent of this corridor is to link Ropes Creek and Reedy Creek. Goodman does not believe that the corridor is practicable or reasonable, as: <ul style="list-style-type: none"> <li>it is constrained by (planned) arterial roadways and infrastructure;</li> <li>it is constrained by the Austral quarry, which will continue to operate for the foreseeable future;</li> <li>it would occupy a significant amount of good developable land (ie. flat, non-flood affected land);</li> <li>the concept plan, together with the draft <i>Oakdale ESTATE Concept Plan</i>, includes provision for significant vegetation corridors and offsets;</li> <li>there is not a significant amount of existing vegetation along the route; and</li> <li>better potential ecological corridors between Ropes Creek and Reedy Creek exist.</li> </ul> </li> <li>Goodman believes that a more appropriate and valuable corridor to link Ropes Creek and Reedy Creek would follow the alignments of the Ropes Creek tributaries and linking with existing established vegetation to the south and southeast. This route would maximise use of existing established vegetation, and is likely to be able to established far earlier than any route through the existing Austral Bricks quarry (which is expected to remain operational for the foreseeable future).</li> </ul>	

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<i>Farm dams</i>	DWE supports the proposed removal and rehabilitation of farm dams, subject to appropriate rehabilitation.	<ul style="list-style-type: none"> <li>The <i>CENTRAL Concept Plan</i> includes a commitment (C.4.2) to preparing a detailed Vegetation Management Plan for <i>Oakdale CENTRAL</i>, in consultation with DWE, including detailed plans for vegetation rehabilitation, and measures to prevent damage to riparian areas. Rehabilitation of farm dams will form part of the VMP.</li> </ul>	
<i>Water quantity and quality controls</i>	DWE recommends that detention basins be located outside riparian areas (CRZ and ORZ)	<ul style="list-style-type: none"> <li>This issue is discussed above</li> </ul>	
<i>Bridge Crossing</i>	DWE supports the proposed bridge crossing over the Ropes Creek tributary	<ul style="list-style-type: none"> <li>Goodman notes that the <i>DHL Project</i> includes a commitment (C.1.4) to preparing a Watercourse Crossing Management Plan for the proposed bridge crossing, to be developed in consultation with DWE.</li> </ul>	
<i>APZs</i>	DWE recommends that APZs be located wholly outside riparian areas (CRZ and ORZ)	<ul style="list-style-type: none"> <li>This issue is discussed above</li> </ul>	
<i>VMP</i>	DWE recommends that a whole of <i>Oakdale ESTATE</i> Vegetation Management Plan be prepared.	<ul style="list-style-type: none"> <li>Goodman plans to focus on the <i>Oakdale CENTRAL</i> VMP in the short term, but will consider the site in a holistic manner to ensure that the VMP is prepared and implemented in accordance with the draft <i>Oakdale ESTATE</i> concept.</li> </ul>	
<i>Salinity and Groundwater</i>	DWE notes that some areas of the site have the potential for high salinity and that consideration needs to be given to potential impact on groundwater and groundwater dependent ecosystems as the proposed works have the potential to redirect shallow saline groundwater flow.	<ul style="list-style-type: none"> <li>The EA (Section 8.1.4) includes a number of strategies for minimising the salinity risk associated with the development of <i>Oakdale CENTRAL</i>. These strategies, based on the recommendations of the <i>Oakdale ESTATE</i> Geotechnical and Hydrogeological Assessment, include: <ul style="list-style-type: none"> <li>- maintaining the natural water balance;</li> <li>- maintaining good drainage;</li> <li>- avoiding disturbance or exposure of sensitive soils;</li> <li>- retaining or increasing appropriate native vegetation in strategic areas; and</li> <li>- implementing building controls and engineering responses where appropriate;</li> </ul> </li> <li>Maintaining the natural water balance and maintaining good drainage is important for ensuring that development of the site does not result in groundwater level rise which could bring salts closer to the ground surface, and that groundwater levels are maintained within natural variation levels. In this regard, Goodman has prepared a detailed Water Sensitive Urban Design (WSUD) Strategy for the Oakdale project;</li> <li>With regard to avoiding disturbance of sensitive soils, it is noted that the majority of the inferred high salinity risk areas</li> </ul>	

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		<p>occur within the floodplain of Ropes Creek and its tributaries. These areas are not proposed to be subject to significant development. Some components of the WSUD Strategy, including stormwater retention basins and wetlands, would by necessity be located close to these sensitive areas (as they are required to be located at the low-point of the catchment). The WSUD Strategy includes strategies for minimising salinity risk associated with these facilities, including:</p> <ul style="list-style-type: none"> <li>- lining of stormwater retention devices in saline areas; and</li> <li>- avoiding infiltration-based strategies in saline areas;</li> </ul> <ul style="list-style-type: none"> <li>• With regard to retaining or increasing appropriate native vegetation, the <i>CENTRAL Concept Plan</i> includes a significant revegetation strategy with particular focus on the floodplain of Ropes Creek and its tributaries. Revegetation of these riparian areas will assist in minimising the high salinity risk associated with these areas.</li> <li>• With the implementation of the above strategies, it is considered that salinity risks associated with groundwater changes are able to be effectively minimised and/or managed;</li> <li>• The <i>CENTRAL Concept Plan</i> and the <i>DHL Project</i> include commitments (C.1.2 and C.1.5 respectively) to preparing detailed Salinity Assessment and Management Plans for projects involving ground disturbance, including assessment of soil and groundwater salinity.</li> </ul>	
<b>Department of Primary Industries</b>			
<i>Fisheries</i>	DPI recommends that the proposed Watercourse Crossing Management Plans are prepared in accordance with the DPI's <i>Policy and Guidelines for Fish Friendly Waterway Crossings</i> and <i>Why Do Fish Need to Cross the Road? Fish Passage Requirements for Waterway Crossings</i>	<ul style="list-style-type: none"> <li>• Noted. <i>DHL Project</i> commitment C.1.4 has been amended to include reference to the DPI's <i>Policy and Guidelines for Fish Friendly Waterway Crossings</i>, which references the <i>Why Do Fish Need to Cross the Road</i> guidelines.</li> </ul>	<ul style="list-style-type: none"> <li>• <i>DHL Project</i> commitment C.1.4 amended to include reference to DPI guidelines</li> </ul>
	DPI recommends that translocation of fish species be avoided during infilling of agricultural dams.	<ul style="list-style-type: none"> <li>• Goodman notes that the <i>DHL Project</i> includes a commitment (C.4.1) to rehabilitating the farm dam in <i>Oakdale CENTRAL</i> to enable fish passage. Goodman has amended the commitment to include specific reference to avoiding fish translocation, in accordance with DPI's recommendations.</li> </ul>	<ul style="list-style-type: none"> <li>• <i>DHL Project</i> commitment C.4.1 amended to include reference to fish translocation avoidance</li> </ul>

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<i>Agricultural landuse</i>	DPI recommends that high technology intensive agricultural development be included as permissible uses, and that extensive agriculture be allowed to continue on flood prone or other lands that cannot be developed on.	<ul style="list-style-type: none"> <li>Goodman understands that the concept plan would not preclude continued agricultural landuses on <i>Oakdale CENTRAL</i>, which are permissible under the Fairfield LEP.</li> </ul>	
<b>RTA / Sydney Regional Development Advisory Committee</b>			
1. <i>Regional Road Contributions</i>	RTA/SRDAC recommends that adequate contributions to regional roads infrastructure are contained in the proposed planning agreement	<ul style="list-style-type: none"> <li>The proposed contributions include considerable contributions to regional roads, based on a targeted assessment of the infrastructure requirements of the project, and includes development of a 1.0 kilometre section of the RTA's Erskine Park Link Road Network. Additional contributions for the <i>Oakdale CENTRAL</i> project are not considered reasonable;</li> <li>The need for further contributions would be assessed as part of the wider <i>Oakdale ESTATE</i> project.</li> </ul>	
2. <i>Link Road corridor</i>	RTA/SRDAC notes that the link road option corridors are to remain flexible with a 40 metre wide reserve for each option, as outlined in the EA.	<ul style="list-style-type: none"> <li>Noted. No response required</li> </ul>	
3. <i>Old Wallgrove Road land acquisition</i>	RTA/SRDAC recommends that acquisition of land required for the proposed upgrade of Old Wallgrove Road should be the responsibility of the proponent, but that the cost could be offset through the planning agreement.	<ul style="list-style-type: none"> <li>Goodman does not believe this is necessary or warranted, given that the land required for road acquisition is owned by a government entity (Transgrid), that the cost would be offset anyway, and that the road upgrade is not required to meet the traffic demands produced by <i>Oakdale CENTRAL</i>.</li> </ul>	
4.-10. <i>Car Parking, Bicycle and Pedestrian Facilities</i>	RTA/SRDAC recommends various generic measures in relation to car park layout, parking provision, disabled parking, bicycle and pedestrian facilities.	<ul style="list-style-type: none"> <li>The <i>DHL Project</i> includes a commitment (C.5.1) to designing, constructing and maintaining the road network and parking facilities in accordance with AS 2890.1 and AS 2890.2 and AUSTROADS;</li> <li>The <i>DHL Project</i> includes commitments (C.5.6 and C.5.7) to ensuring that all parking and vehicle queuing is provided on site.</li> </ul>	
11.-14. <i>Road and intersection upgrades</i>	RTA/SRDAC recommends a number of generic measures in relation to the proposed Old Wallgrove Road upgrade, and internal roads and intersections	<ul style="list-style-type: none"> <li>The <i>DHL Project</i> includes a commitment (C.5.2) to undertaking the 'stage 1' upgrade works to Old Wallgrove Road to the satisfaction of the applicable roads authority;</li> <li>The <i>DHL Project</i> includes commitments to designing and constructing internal roads in consultation with the RTA and Council (C.5.4), and to the satisfaction of the applicable road authority (C.5.5).</li> </ul>	

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<b>Sydney Catchment Authority</b>			
1. <i>Access to SCA Pipelines</i>	SCA notes the need to maintain safe and efficient vehicle access to the pipelines (ie. access across Old Wallgrove Road)	<ul style="list-style-type: none"> <li>Goodman notes that the Warragamba-Prospect pipelines are buried/tunnelled below Old Wallgrove Road, and SCA vehicle access is currently provided via crossing Old Wallgrove Road;</li> <li>It is considered that safe and efficient access for SCA is able to be maintained across OWR, through provision of suitable traffic control measures (eg. turning bays within the median). To ensure such measures are appropriately considered, Goodman has amended <i>DHL Project</i> commitment C.5.3 to include consultation with SCA in the design of the 'stage 2' Old Wallgrove Road upgrade.</li> </ul>	<ul style="list-style-type: none"> <li><i>DHL Project</i> commitment C.5.3 amended to include SCA consultation</li> </ul>
2. <i>Integrity of Pipelines</i>	SCA notes that adjacent development may impact the integrity of the pipeline corridor by way of drainage, flooding, erosion, subsidence and damage	<ul style="list-style-type: none"> <li>Noted. The <i>Oakdale CENTRAL</i> project has been designed such that it would not affect downstream drainage or flooding (see Section 8.1 of the EA), and is not expected to have any erosion or subsidence impacts on the pipeline corridor;</li> <li>With regard to the potential for damage during construction, Goodman notes that the SCA corridor would remain fenced throughout the construction works. The <i>DHL Project</i> includes a commitment (B.7) to the protection of public infrastructure and repair of any damage;</li> <li>To ensure that SCA is involved in the planning and design of fencing adjacent the SCA corridor, <i>DHL Project</i> commitment C.6.3 has been amended to include consultation with SCA.</li> </ul>	<ul style="list-style-type: none"> <li><i>DHL Project</i> commitment C.6.3 amended to include consultation with SCA for fencing adjacent corridor</li> </ul>
3. <i>Security of Pipelines</i>	SCA is concerned about the potential for increased security risk associated with development adjacent the pipeline corridor	<ul style="list-style-type: none"> <li>Goodman notes that the current fencing between the Oakdale land and the SCA corridor is a stock fence. To ensure security of the pipeline corridor, a 1.8m security fence will be installed between <i>Oakdale CENTRAL</i> and the SCA corridor;</li> <li><i>DHL Project</i> commitment C.6.3 has been amended to include consultation with SCA for fencing adjacent corridor.</li> </ul>	<ul style="list-style-type: none"> <li><i>DHL Project</i> commitment C.6.3 amended to include consultation with SCA for fencing adjacent corridor</li> </ul>
4. <i>Road Network</i>	SCA recommends conditions in relation to maintaining safe and efficient access across Old Wallgrove Road, and for consultation with SCA regarding management of a section of heritage pipe below Old Wallgrove Road	<ul style="list-style-type: none"> <li>As stated above, Goodman has amended <i>DHL Project</i> commitment C.5.3 to include consultation with SCA in the design of the 'stage 2' Old Wallgrove Road upgrade, to ensure that safe and efficient access across Old Wallgrove Road is maintained;</li> <li>Management of the section of heritage pipe is discussed below.</li> </ul>	<ul style="list-style-type: none"> <li><i>DHL Project</i> commitment C.5.3 amended to include SCA consultation</li> </ul>
5. <i>Stormwater Management</i>	SCA supports the proposed design criteria that post development flows match pre-development flows.	<ul style="list-style-type: none"> <li>No response required</li> </ul>	

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6. <i>Heritage</i>	SCA notes that the small section of pipe below Old Wallgrove Road within the SCA corridor has recently been established to be a remnant of the Warragamba Emergency Scheme which is listed on the State Heritage Register. The SCA requests that it be consulted regarding any development affecting this item.	<ul style="list-style-type: none"> <li>Goodman has consulted SCA in relation to the appropriate management of this section of pipe, which would potentially be affected by the Old Wallgrove Road upgrade works. It was originally suggested to leave the pipe section in-situ, but SCA has recently suggested that removal of the pipe to Warragamba for interpretive display may be the best heritage outcome;</li> <li>Goodman has revised <i>DHL Project</i> commitment C.5.3 to include consultation with SCA in the design and construction of the Old Wallgrove Road upgrade, which would include consideration of the heritage pipe section.</li> </ul>	<ul style="list-style-type: none"> <li><i>DHL Project</i> commitment C.5.3 amended to include SCA consultation</li> </ul>
7. <i>Security Fencing</i>	SCA recommends minimum security fencing requirements to the pipeline corridor.	<ul style="list-style-type: none"> <li>Goodman has no objection to SCA's security fencing specifications;</li> <li>As stated above, <i>DHL Project</i> commitment C.6.3 has been amended to include consultation with SCA with regard to fencing adjacent the pipeline corridor</li> </ul>	<ul style="list-style-type: none"> <li><i>DHL Project</i> commitment C.6.3 amended to include consultation with SCA for fencing adjacent corridor</li> </ul>
8. <i>Protection of Pipelines from Roads</i>	SCA opposes Option A for link road. If proposed, SCA recommends formal risk assessment be undertaken	<ul style="list-style-type: none"> <li>Goodman considers that a number of mitigation measures are available to protect the pipelines from vehicle accidents, such as those implemented at existing crossings of the pipelines (eg. Armco guardrail, Jersey kerbs);</li> <li>Goodman has amended <i>DHL Project</i> commitments C.5.3, C.5.4 and C.5.5 to include consultation with SCA in the design of the roadworks. This would include provision for risk assessments where applicable.</li> </ul>	<ul style="list-style-type: none"> <li><i>DHL Project</i> commitments C.5.3, C.5.4, and C.5.5 amended to include consultation with SCA</li> </ul>
<b>Sydney Water</b>			
<i>General</i>	Sydney Water recommends a condition requiring s.73 compliance certificate(s) to be obtained prior to development	<ul style="list-style-type: none"> <li>Goodman notes that s.73 compliance certificate(s) will be required for the project. As a legislative requirement, it is considered that a specific condition of approval is not required.</li> </ul>	
<i>Water Supply</i>	Sydney Water notes that water supply to <i>Oakdale CENTRAL</i> is available from the Minchinbury water reservoir zone on a temporary basis, subject to completion of current augmentation works, which are not expected to be completed until mid 2009.	<ul style="list-style-type: none"> <li>From recent discussions with Sydney Water and the reservoir construction team, Goodman understands that the reservoir works are progressing well, and are currently due for commissioning by February 2009 or earlier. Goodman also understands that a temporary supply will be available once the pump station is installed, which is planned for completion in October 2008.</li> </ul>	

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<i>Wastewater Service</i>	Sydney Water recommends that Goodman construct all on-site sewer reticulation works (pipes) in accordance with the National Code and Sydney Water Standards, and that the Minister consider the long term requirements of development within WSEH Site 8 and adjacent areas (eg. WSELIA)	<ul style="list-style-type: none"> <li>Goodman has no objection to constructing all reticulation works in accordance with the National Code and Sydney Water Standards. Details would be provided in the s.68 application(s).</li> </ul>	
<i>Industrial Trade Waste</i>	Sydney Water notes the requirement to obtain its agreement for the discharge of trade waste.	<ul style="list-style-type: none"> <li>The <i>DHL Project</i> does not involve the generation of any industrial trade waste. The need for trade waste agreements would be considered in applicable project applications/development applications.</li> </ul>	
<i>Asset Protection</i>	Sydney Water notes the need for appropriate buffers around sewage treatment plants and odour emitting structures, the need to protect infrastructure including the Warragamba-Prospect pipelines, and the need to control development and landscaping in pipeline easements.	<ul style="list-style-type: none"> <li>The need for appropriate buffers around sewage treatment plants is discussed in Section 8.3.2 of the EA, and in the <i>Oakdale ESTATE</i> Sewer Servicing Strategy. The <i>CENTRAL Concept Plan</i> includes a commitment (C.1.7) to preparing project-specific Sewage Management Strategies for applicable projects, in accordance with the estate strategy;</li> <li>The protection of the Warragamba water supply pipelines is discussed in the SCA response above;</li> <li>Sydney Water's comments in relation to protection of easements is noted, and would be considered in the design and construction of relevant infrastructure;</li> <li>Goodman notes that some of the problem tree species listed Sydney Water's problem species brochure are included in the planting schedule of the Landscape Plan, including <i>Eucalyptus species</i> (large gums), <i>Araucaria species</i> (Hoop Pine), <i>Lophostemon confetus</i> (Brush Box), and <i>Phoenix canariensis</i> (Date Palm). Goodman considers it would be undesirable to avoid these species altogether, but acknowledges Sydney Water's comments and will ensure these species are planted well clear of sewer and water pipes.</li> </ul>	
<i>Sustainable Water</i>	Sydney Water supports the implementation of ESD principles, and notes various generic measures to reduce water use	<ul style="list-style-type: none"> <li>Noted. Proposed water savings measures are outlined in Section 4.6.2 of the EA. As discussed, water savings measures on Oakdale are expected to reduce potable water use by 70%.</li> </ul>	
<b><i>Transgrid Submission</i></b>			
<i>Transmission Easements</i>	Transgrid notes that the plans do not show the existing transmission line that runs through <i>Oakdale CENTRAL</i> .	<ul style="list-style-type: none"> <li>Existing transmission lines and easements are shown on Figure 2.12 of the EA.</li> <li>Goodman assumes that the transmission lines referred to by Transgrid are those within <i>Oakdale EAST</i> or <i>Oakdale WEST</i>. There are no transmission lines or easements in <i>Oakdale</i></li> </ul>	<ul style="list-style-type: none"> <li>Plan from Transgrid showing transmission lines attached (see Attachment B)</li> </ul>



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		<p><i>CENTRAL</i>;</p> <ul style="list-style-type: none"> <li>Attachment B shows a plan of transmission lines and easements in the area. The plan was provided to Goodman from Transgrid at a recent meeting;</li> <li>The transmission lines and easements on <i>Oakdale EAST</i>, <i>Oakdale WEST</i> and <i>Oakdale SOUTH</i> have been considered in the draft Estate Design Masterplan (see Figure 3.1 of the EA), with the easements compromising open space (and roads). The transmission lines and easements will be considered in detail in the wider <i>Oakdale ESTATE Concept Plan</i>.</li> </ul>	
	Transgrid notes that it requires unobstructed access to existing easements	<ul style="list-style-type: none"> <li>Goodman notes that there are no transmission easements on <i>Oakdale CENTRAL</i>, and that the development of <i>Oakdale CENTRAL</i> will not affect access to the easements in the area.</li> </ul>	
	Transgrid recommends a setback of 30m be applied to transmission easements	<ul style="list-style-type: none"> <li>Goodman notes that <i>Oakdale CENTRAL</i> is not within 30m of any Transgrid transmission easement.</li> </ul>	
<b>Council Submissions</b>			
<b>Fairfield Council Submission</b>			
1. <i>General Planning Issues</i>	A general recommendation that the Department should consider incorporating issues raised in its submission into any broader planning guidelines for the WSEH.	<ul style="list-style-type: none"> <li>No response required by Goodman</li> </ul>	
2. <i>Site Development Area and Landscaping</i>	Council recommends that a minimum 10 metre wide landscape zone be provided in the setback to Old Wallgrove Road, with a minimum 5 metre wide section provided at grade to Old Wallgrove Road to provide for street planting, cycleway and pedestrian access.	<ul style="list-style-type: none"> <li>Goodman notes that Old Wallgrove Road has been planned as a 'collector road' in the <i>CENTRAL Concept Plan</i>, unless it becomes the 'link road' if Option B is selected – which would be accommodated by additional setbacks in the <i>Oakdale EAST</i> (as shown on Figure 4.1 of the EA). The proposed standards for setbacks to collector roads are similar to those applied in Greystanes Estate and Eastern Creek by the applicable Precinct Plans – ie, a 15m building setback of which 50% or 7.5m is to be landscaped – not 10m as proposed by Council;</li> <li>Goodman has proposed a significant landscape treatment to road frontages throughout the <i>Oakdale ESTATE</i>, which is applied to the Old Wallgrove Road frontage of <i>Oakdale CENTRAL</i> – refer the Urban Design scheme drawings (by MacKenzie Pronk) and Landscape drawings (by Site Image) included in Volume 2 of the application documents. The urban design and landscaping proposed is a higher value design solution than simply setbacks for planting – the design proposed incorporates terraced retaining walls to accommodate level change in a coherent soft &amp; hard</li> </ul>	<ul style="list-style-type: none"> <li>Additional plan (SK.83(A)) and sections (SK84(A)) of the OWR Landscape Treatment prepared (see Attachment C)</li> </ul>

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		<p>landscape solution;</p> <ul style="list-style-type: none"> <li>An additional plan and cross-sections of the incorporated landscape / retaining wall are provided to illustrate the application of the urban design / landscape design proposed for road frontages of <i>Oakdale CENTRAL</i>;</li> <li>Goodman notes that Council's proposed 5m at grade landscape setback could potentially be provided, but this would require large vertical retaining walls which would compromise the landscaped solution and affect the visual amenity of the streetscape;</li> <li>Goodman does not believe that the provision of a cycleway and pedestrian footpath for Old Wallgrove Road on private land is reasonable. These should be provided within the road corridor as has applied in Greystanes Estate and Eastern Ck.</li> </ul>	
	Council recommends that a detailed landscaping plan be submitted to Council for approval prior to construction	<ul style="list-style-type: none"> <li>Goodman is happy to prepare a Final Landscape Plan, based on the plans in the EA, in consultation with Council. <i>DHL Project</i> commitment C.6.1 has been amended in this regard.</li> </ul>	<ul style="list-style-type: none"> <li><i>DHL Project</i> commitment C.6.1 amended to include preparation of final landscape plan in consultation with Council.</li> </ul>
	Council recommends that a minimum 75% of site landscaping be Cumberland Plain Woodland and that it be capable of 30% minimum canopy cover in the landscaping areas	<ul style="list-style-type: none"> <li>The Landscape Plan in the EA incorporates CPW species.</li> <li>To be considered in preparation of Final Landscape Plan (see additional commitment above)</li> </ul>	
3. <i>Ecologically Sustainable Development</i>	Councils recommends a 'Hub wide' policy be developed to ensure roof space and infrastructure is made available for solar access as opportunities arise, including allowing roof access for 3 <sup>rd</sup> party generators	<ul style="list-style-type: none"> <li>The <i>CENTRAL Concept Plan</i> includes a commitment (C.9.1) to considering measures to reduce energy and resource use in each project application, and the <i>DHL Project</i> includes such consideration;</li> <li>Goodman supports Council's idea in relation to solar access, and would encourage the potential opportunities to be fully investigated.</li> </ul>	
4. <i>VPA and s.94 Issues</i>	Council declines the offer to enter into a Planning Agreement and recommends that the Minister apply a 1% s.94A contribution to the project	<ul style="list-style-type: none"> <li>Goodman's proposed planning agreement is based on a targeted, demand based assessment of the infrastructure requirements of the project, Site 8 and the wider WSEH, and the opportunities presented by the Oakdale lands (eg. provision of open space and recreational facilities);</li> <li>Goodman does not believe a 1% s.94A contribution is warranted for this project, given that <i>Oakdale CENTRAL</i> is self contained and does not place any demand on Council facilities over and above those aspects already catered for by the</li> </ul>	

Issue Title	Issue/Recommendation	Response	Action / Amendment
		<ul style="list-style-type: none"> <li>project and the proposed planning agreement (eg. local roads, drainage facilities, sewer);</li> <li>Goodman will re-assess the need for such contributions as part of the development of the wider <i>Oakdale ESTATE</i>.</li> </ul>	
5. <i>Heritage Issues</i>	Council does not object to the proposal on heritage grounds subject to implementation of the recommendations in the Aboriginal Heritage Assessment.	<ul style="list-style-type: none"> <li>Noted. The recommendations of the Aboriginal Heritage Assessment will be implemented through the Aboriginal Heritage Management Plan (<i>CENTRAL Concept Plan</i> commitment C.5.1)</li> </ul>	
6. <i>Environmental Management</i>	<p>Council supports conditions of approval in line with the Concept Plan Statement of Commitments, and also recommends conditions in relation to:</p> <ul style="list-style-type: none"> <li>Construction Environmental Management Plans (CEMP);</li> <li>limits on types and quantities of dangerous goods storage so as not to exceed SEPP 33 thresholds;</li> <li>s.68 approvals for proposed sewage management facilities;</li> <li>proposed Salinity Assessment and Management Plans (SAMPs) to include road and drainage works, and recycled water irrigation.</li> <li>constructing sewage and recycled water infrastructure on private property where possible; and</li> </ul>	<ul style="list-style-type: none"> <li>The <i>CENTRAL Concept Plan</i> includes a commitment (C.10) to preparing an Environmental Management Strategy for <i>Oakdale CENTRAL</i>, including construction noise and dust management plans. Other construction environmental issues (eg. erosion and sedimentation, soil and water) will be managed in accordance with specialised commitments/plans as per the project commitments (eg. Erosion and Sediment Control Plan, Stormwater Management Plans);</li> <li>Dangerous goods storage will be considered for applicable project applications/development applications, in accordance with SEPP 33. The <i>DHL Project</i> does not involve significant dangerous goods storage. All dangerous goods would be stored in accordance with AS1940 and the Dangerous Goods Code.</li> <li>Section 6.4 of the EA notes that s.68 approvals will be required. As a legislative requirement, it is considered that a specific condition of approval is not required.</li> <li>Noted. <i>CENTRAL Concept Plan</i> commitment C.1.2 commits to preparing SAMPs for any project involving ground disturbance (apart from minor works).</li> <li>Noted. Proposed sewage infrastructure is on private land, apart from necessary road crossings.</li> </ul>	
7. <i>Traffic and Transport</i>	Council recommends that the trip generation and parking rates be verified by the RTA	<ul style="list-style-type: none"> <li>RTA's submission does not object to the rates used. The trip generation rate (ie. 15 tips per hectare) is based on the rate used by RTA in its Erskine Park Link Road Concept Plan (MP 06_0166)</li> </ul>	

<b>Issue Title</b>	<b>Issue/Recommendation</b>	<b>Response</b>	<b>Action / Amendment</b>
	Council questions the assumption that 10-15% of traffic from Oakdale and 25% of the traffic from Jacfin and CSR use alternative routes to the link road (eg. the Burley Road and Horsley Road corridor)	<ul style="list-style-type: none"> <li>Goodman notes that Council's comments are referring to the assumptions made in the draft <i>Oakdale ESTATE</i> traffic assessment for the long term development of the <i>Oakdale ESTATE</i> and Site 8, and do not directly relate to the current <i>Oakdale CENTRAL</i> projects. Both the <i>Oakdale CENTRAL</i> traffic assessment and <i>DHL Project</i> traffic assessment assume that all traffic would be via Old Wallgrove Road.</li> </ul>	
	Council considers the proposed link road carriageway of 7.0m to be inadequate and proposes a minimum carriageway of 15.5m (2 x 7.75m with 2 travel lanes and 2 parking lanes))	<ul style="list-style-type: none"> <li>The on-site portion of the link road (Option A) is proposed to be built in stages, in accordance with the determination of the final location of the link road location, as discussed in the EA;</li> <li>The proposal is to build only the first 2 on-site lanes to begin with, to provide access solely to the <i>Oakdale CENTRAL</i> buildings;</li> <li>Essentially, the link road (Option A) will act as an internal access road until the final location of the link road is determined;</li> <li>However, Goodman acknowledges Council's reasoning that the on site portion of the link road would not provide capacity to cater for breakdowns whilst it remains formed as a single carriageway of 7.0m. Accordingly, Goodman will ensure that the on site portion of the link road includes wide shoulders to accommodate breakdowns, whilst it remains a single carriageway;</li> <li>Goodman does not believe that constructing the road to a full 15.5m carriageway from the first stage is warranted, given that such a road may need to be ripped up if Option A eventuates as a dual carriageway. As discussed in the EA, the link road (Option A) would be redesigned as an estate road if the link road is ultimately built on a different alignment (such as Option B or C);</li> <li>Goodman notes that the <i>DHL Project</i> includes a commitment (C.5.5) to constructing internal roads in consultation with Council and to the satisfaction of the applicable roads authority.</li> </ul>	
	Council recommends consideration of roundabouts at key internal intersections be considered	<ul style="list-style-type: none"> <li>The <i>DHL Project</i> includes a commitment (C.5.5) to designing and constructing internal roads to the satisfaction of Council/RTA. Consideration will be given to the installation of roundabouts at detailed design stage, in consultation with Council.</li> </ul>	

Issue Title	Issue/Recommendation	Response	Action / Amendment
	Council recommends that the Oakdale link road be planned as a 6 lane divided road, resulting in a 40m reservation, with appropriate staging.	<ul style="list-style-type: none"> <li>The link road has been designed in accordance with the requirements of the RTA;</li> <li>The 40m link road corridor provides for potential future expansion to 6 lanes, if and when required. A staged approach has been adopted.</li> </ul>	
	Council considers that the performance of intersection 07 (Link Road/Mamre Road) at full development (ie. LoS C/D) is unsatisfactory and recommends that the intersection layout be reviewed	<ul style="list-style-type: none"> <li>Goodman acknowledges Council's recommendations, but notes that intersection 07 is not related to the <i>Oakdale CENTRAL</i> project. Goodman will consider Council's comments in preparation of the wider <i>Oakdale ESTATE</i> project</li> </ul>	
	Council recommends that provision be made for heavy vehicle parking and rest areas	<ul style="list-style-type: none"> <li>Adequate provision for heavy vehicle parking has been provided on-site within the proposed Buildings 1A and 2A;</li> <li>Further consideration will be provided in subsequent project applications/development applications;</li> <li>The <i>DHL Project</i> includes commitments (C.5.6 and C.5.7) to ensuring that all parking and vehicle queuing is provided on site.</li> </ul>	
	<p>Council recommends that provision be made for appropriate public transport facilities, including:</p> <ul style="list-style-type: none"> <li>bus stop facilities;</li> <li>a transport marketing plan; and</li> <li>provision of transport communication infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Provision for bus stops is included in the <i>CENTRAL Concept Plan</i> (refer Section 4.6.1);</li> <li>As discussed in Sections 8.3, 8.4 and 8.8 of the EA, Goodman is proposing to prepare a detailed T-MAP (including a marketing plan) as part of the wider <i>Oakdale ESTATE</i> project. Given the relatively small size of <i>Oakdale CENTRAL</i>, and that the precinct enjoys ready access to the arterial road network, it is not proposed to prepare a specific T-MAP for <i>Oakdale CENTRAL</i>.</li> </ul>	
8. <i>WSUD, Drainage and Water Harvesting Issues</i>	<i>Wastewater Management</i> – Council recommends that the proposed Recycled Water Irrigation Management Plans should include detailed information on sewage treatment, storage and irrigation, in accordance with a number of applicable guidelines.	<ul style="list-style-type: none"> <li>Noted. These details will be considered in the applicable RWIMPs, which will be prepared in consultation with Council and the DECC (<i>DHL Project</i> commitment C.1.10);</li> <li><i>CENTRAL Concept Plan</i> commitment C.1.8 and <i>DHL Project</i> commitment C.1.10 have been amended to include reference to other guidelines, as per Council's recommendation.</li> </ul>	<ul style="list-style-type: none"> <li><i>CENTRAL Concept Plan</i> commitment C.1.8 and <i>DHL Project</i> commitment C.1.10 amended to include reference to other guidelines</li> </ul>
	<i>Water Cycle Management</i> – Council is concerned that, if the regional rainwater harvesting scheme does not proceed, it may affect the capacity of the Water Sensitive Urban Design strategy. Council also recommends that water balance modelling include a range of climatic conditions (including the 10%, 50% and	<ul style="list-style-type: none"> <li>The RAFTS modelling in the WSUD Strategy is conservatively based on the 'no regional rainwater harvesting scheme' scenario. As stated in Section 4.4 of the strategy, '<i>Overflow from the roofwater collection tanks is proposed to be collected and utilised for the Regional Roofwater Harvesting Scheme whereby such run-off is directed to Prospect Reservoir. Although some detention benefit may be derived, this has not</i></li> </ul>	

Issue Title	Issue/Recommendation	Response	Action / Amendment
	90% rainfall years)	<p><i>been included in the RAFTS modelling</i>;</p> <ul style="list-style-type: none"> <li>• The modelling in the WSUD Strategy is based on the 100 year event, which generally provides for the largest (or worst case) detention storage volumes;</li> <li>• The <i>CENTRAL Concept Plan</i> includes a commitment (C.1.5) to preparing detailed Stormwater Management Plans for applicable projects, in consultation with Council. Goodman believes that detailed modelling should be conducted at this stage, given that additional detailed modelling at the concept plan stage would be based on significant assumptions about future development, and therefore of little value;</li> <li>• This requirement for additional modelling is identified in the Stormwater Management Strategy for the <i>DHL Project</i> (see Section 2 of SMS).</li> </ul>	
	<p><i>Soil and Water Management</i> – Council questioned the interaction of drainage associated with the brickworks site on <i>Oakdale EAST</i> and the development with regard to the bio-swale along the northern boundary.</p>	<ul style="list-style-type: none"> <li>• As discussed in Section 5.2 of the <i>DHL Project</i> Stormwater Management Strategy, the northern swale has been designed to convey the flows from the brickworks on <i>Oakdale EAST</i>;</li> <li>• Goodman and Austral acknowledge that stormwater from the brickworks will need to be treated on-site (ie. on <i>Oakdale EAST</i>). Details and timing for such measures will be managed in detailed Stormwater Management Plans, prepared in consultation with Council (<i>DHL Project</i> commitments C.1.8/C.1.9).</li> </ul>	
	<p><i>Water Quality Management/WSUD</i> – Council notes that the proposed precinct bio-retention basins are in salinity risk areas and that salinity would need to be considered accordingly. Council also recommends individual water quality modelling be undertaken for each allotment, that a pre-filtering (e. GPTs) strategy be adopted, and that a monitoring and maintenance plan be provided.</p>	<ul style="list-style-type: none"> <li>• Regarding salinity, Goodman notes that the <i>CENTRAL Concept Plan</i> and the <i>DHL Project</i> include commitments (C.1.2 and C.1.5 respectively) to preparing detailed Salinity Assessment and Management Plans for all projects involving ground disturbance;</li> <li>• Regarding Council's other points, Goodman notes that the <i>CENTRAL Concept Plan</i> includes commitments to preparing Stormwater Management Strategies (C.1.4) to accompany applications, and detailed Stormwater Management Plans (C.1.5) before construction. These strategies/plans include commitments to water quality modelling, provision of stormwater quality improvement devices (including GPTs), and a monitoring and maintenance program.</li> </ul>	
	<p><i>Water Volume Management/OSD</i> – Council noted that there was some confusion whether the nominal freeboard to flood affected areas was 0.3m or 0.5m.</p>	<ul style="list-style-type: none"> <li>• A minimum freeboard of 0.3 m would be provided.</li> </ul>	

<b>Issue Title</b>	<b>Issue/Recommendation</b>	<b>Response</b>	<b>Action / Amendment</b>
<b>Blacktown City Council</b>			
<i>Traffic and Transport</i>	Council comments that its submission to the RTA's Erskine Park Link Road Concept Plan indicated that no development should be approved in Site 8 unless a commitment to the southern route to the M7 is made. Council considers that the proposal should not be approved without appropriate assessment and confirmation that the surrounding road network is capable of sustaining the traffic generated from Oakdale.	<ul style="list-style-type: none"> <li>The <i>Oakdale CENTRAL</i> and <i>DHL Project</i> traffic assessments include detailed assessment of the traffic impacts of the project. The traffic assessments conclude that the development of <i>Oakdale CENTRAL</i> can be supported on traffic grounds, subject to the implementation of various upgrade works as detailed in the EA, and committed to by Goodman;</li> <li>Goodman understands that a southern connection to the M7 is currently being investigated by the Department of Planning. For the reasons detailed in Section 8.8.2 of the EA, Goodman does not believe that the absence of a final solution at this stage should preclude the commencement of the development of <i>Oakdale CENTRAL</i>.</li> </ul>	
	Council considers that the traffic generation rates used in the traffic assessments are satisfactory, but recommends that additional 'micro' modelling be undertaken to ensure that local and regional intersections will be able to cope with increases in traffic.	<ul style="list-style-type: none"> <li>The <i>Oakdale CENTRAL</i> and <i>DHL Project</i> traffic assessments include modelling of local and regional intersections. This modelling indicates that the project is supportable on traffic grounds;</li> <li>Project-specific traffic assessments will be undertaken for all traffic generating development within <i>Oakdale CENTRAL</i>. These assessments will include detailed modelling based on the specific traffic demands of the applicable developments, and would accompany applicable project applications/ development applications.</li> </ul>	
	Council recommends that development should be staged to ensure that development generated traffic does not exceed capacity in the network north of the pipeline.	<ul style="list-style-type: none"> <li>Goodman notes that development of the <i>CENTRAL Concept Plan</i>, by its nature, will be undertaken on a staged basis as approvals will be required for the development of the concept plan;</li> <li>As detailed above, the <i>Oakdale CENTRAL</i> and <i>DHL Project</i> traffic assessments indicate that the project is supportable on traffic grounds;</li> <li>Project-specific traffic assessments will be undertaken for all traffic generating development within <i>Oakdale CENTRAL</i>. These assessments will include detailed modelling based on the specific traffic demands of the applicable developments, and would accompany applicable project applications/ development applications.</li> </ul>	
<i>Drainage, Soil and Water</i>	Council recommends that the proposed Salinity Assessment and Management Plans also address saline groundwater	<ul style="list-style-type: none"> <li>Goodman notes that the SAMP commitments (<i>CENTRAL Concept Plan</i> commitment C.1.2 and <i>DHL Project</i> commitment C.1.5) include assessment of groundwater.</li> </ul>	

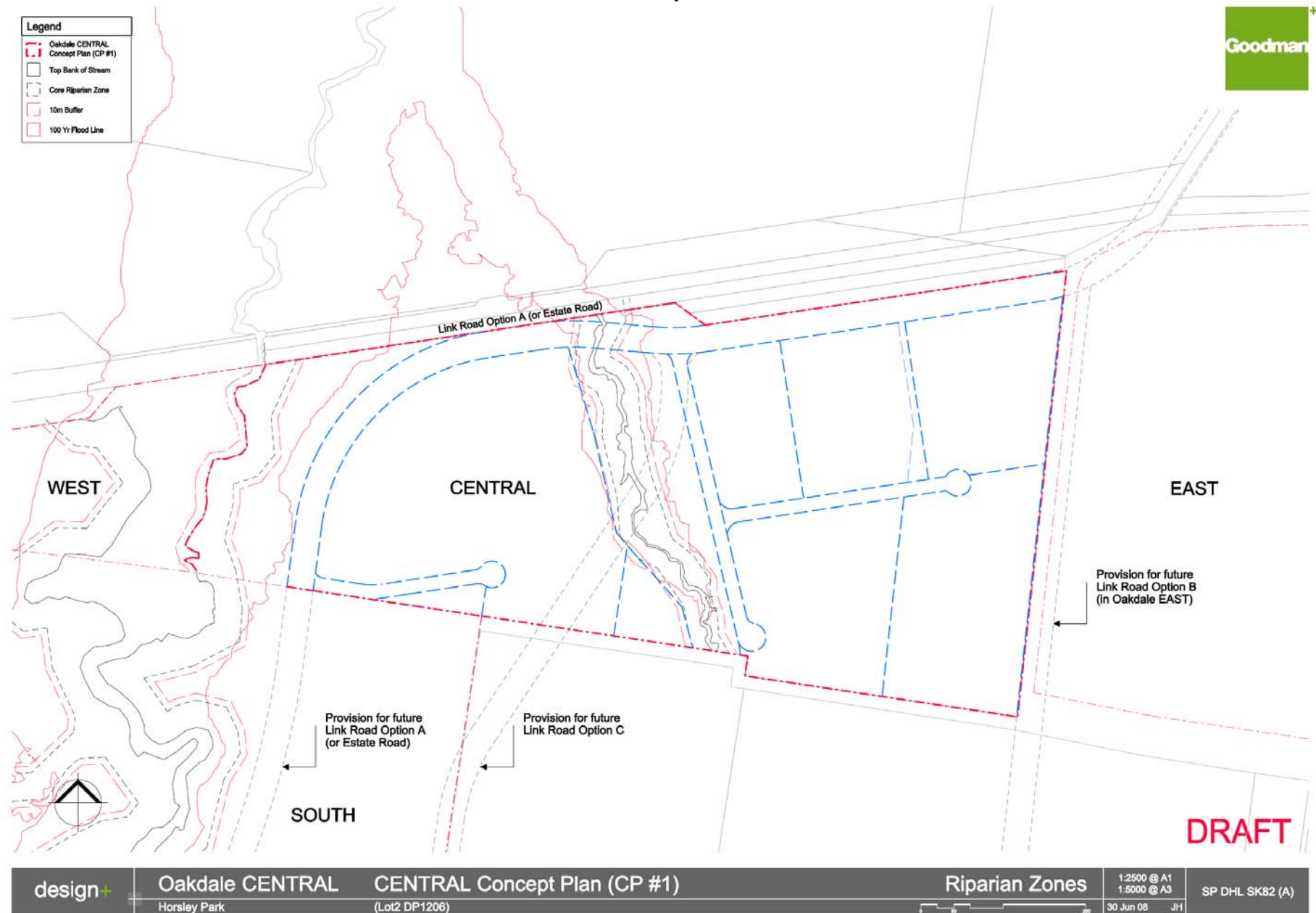
Issue Title	Issue/Recommendation	Response	Action / Amendment
	Council recommends that hydrocarbon targets be included in the [Stormwater Management Plans]	<ul style="list-style-type: none"> <li>Goodman has no objection to including hydrocarbon targets in the Stormwater Management Plans (<i>CENTRAL Concept Plan</i> commitment C.1.5 and <i>DHL Project</i> commitments C.1.8 and C.1.9). Goodman notes that the SMPs are to be prepared in consultation with the applicable Councils, and will include applicable hydrocarbon targets in the SMPs</li> </ul>	
	Council recommends additional hydrologic modelling, based on matching the critical discharge rates in Ropes Creek and Reedy Creek	<ul style="list-style-type: none"> <li>The modelling in the WSUD Strategy is based on the 100 year event, which generally provides for the largest (or worst case) detention storage volumes. The strategy is based on post development flows from the site matching pre-development flows;</li> <li>The <i>CENTRAL Concept Plan</i> includes a commitment (C.1.5) to preparing detailed Stormwater Management Plans for applicable projects. Goodman believes that detailed modelling should be conducted at this stage, given that additional detailed modelling at the concept plan stage would be based on significant assumptions about future development, and therefore of little value.</li> </ul>	
	Council recommends an alternative stormwater management strategy be developed to allow for the case where the regional rainwater harvesting scheme is not provided	<ul style="list-style-type: none"> <li>The RAFTS modelling in the WSUD Strategy is conservatively based on the 'no regional rainwater harvesting scheme' scenario. As stated in Section 4.4 of the strategy, <i>'Overflow from the roofwater collection tanks is proposed to be collected and utilised for the Regional Roofwater Harvesting Scheme whereby such run-off is directed to Prospect Reservoir. Although some detention benefit may be derived, this has not been included in the RAFTS modelling'</i>.</li> </ul>	
	Council recommends that the development be included in any contributions plans/schemes	<ul style="list-style-type: none"> <li>Noted. As detailed in the EA, a planning agreement is proposed to provide for regional contributions.</li> </ul>	
	Council recommends that flood evacuation routes be developed.	<ul style="list-style-type: none"> <li>The proposed <i>DHL Project</i> and access roads are to be developed above the 100 year flood level. The <i>DHL Project</i> (Buildings 1A and 2A) is also located above the probable maximum flood (PMF) level;</li> <li>The <i>CENTRAL Concept Plan</i> includes commitments to undertaking flood assessments for any development below the 100 year flood level (C.1.10), and to preparing Flood Evacuation Strategies for any employment-related development within the PMF level (C.1.11)</li> </ul>	
	Council recommends that various environmental considerations be addressed in relation to the siting and management of sewage treatment facilities	<ul style="list-style-type: none"> <li>The <i>CENTRAL Concept Plan</i> includes commitments to preparing Sewage Management Strategies to accompany applicable project applications/development applications (C.1.7), and to preparing detailed Recycled Water Irrigation</li> </ul>	<ul style="list-style-type: none"> <li><i>DHL Project</i> commitment C.1.10 amended to remove obsolete</li> </ul>



<b>Issue Title</b>	<b>Issue/Recommendation</b>	<b>Response</b>	<b>Action / Amendment</b>
		<p>Management Plans for applicable projects (C.1.8);</p> <ul style="list-style-type: none"> <li>• A Sewage Management Strategy has been prepared for the <i>DHL Project</i>, and the project includes a commitment (C.1.10) to preparing a Recycled Water Irrigation Management Plan;</li> <li>• These commitments will include consideration of the matters identified by Council;</li> <li>• Goodman notes that the notes below <i>DHL Project</i> commitment C.1.10 are there in error and are not relevant to the commitment. Goodman has amended the commitment to delete these notes.</li> </ul>	notes.
<b>Service Provider Submissions</b>			
<b>Integral Energy Submission</b>			
<i>Electrical Servicing</i>	No objection or issues raised	<ul style="list-style-type: none"> <li>• No response required by Goodman</li> </ul>	
<b>Public Submissions</b>			
<b>Jacfin Pty Ltd Submission</b>			
<i>Link Road Alignment</i>	<p>Jacfin requests that the Department determine that the preferred alignment for the link road is Option C, and that no development should be approved which could prejudice Option C.</p> <p>Jacfin requests that the Department determine that Basin 1 in <i>Oakdale CENTRAL</i> be located outside the corridor of Link Road Option C.</p>	<ul style="list-style-type: none"> <li>• Goodman notes that the <i>CENTRAL Concept Plan</i> makes provision for the link road alignment to follow Option A, B or C.</li> <li>• Goodman acknowledges that Basin 1 would need to be re-designed if Link Road Option C eventuates. Goodman notes that such relocation would be relatively straightforward, and probably combined with a redesign of Estate Road 1. Accordingly, Goodman does not believe that locating Basin 1 outside the corridor of Link Road Option C is necessary at this stage.</li> </ul>	
<i>Infrastructure Provision</i>	Jacfin requests that the Department determine the location and timing of key infrastructure (substation and water reservoir) as part of the Concept Plan application.	<ul style="list-style-type: none"> <li>• The station and water reservoir are not required for the development of <i>Oakdale CENTRAL</i>, therefore Goodman considers that the determination of their locations is not required or warranted at this stage;</li> <li>• As discussed in Sections 4.6.2 and 4.6.3 of the EA, provision had originally been made to accommodate the substation and reservoir in <i>Oakdale CENTRAL</i>. However, following detailed planning and ongoing consultation with Jacfin, the substation and reservoir was removed from <i>Oakdale CENTRAL</i>, and is now proposed to be accommodated either in <i>Oakdale SOUTH</i> (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.</li> </ul>	

<b>Issue Title</b>	<b>Issue/Recommendation</b>	<b>Response</b>	<b>Action / Amendment</b>
	Jacfin requests that the Department reject the re-location of the 'southern channel' onto the Burley Road corridor.	<ul style="list-style-type: none"> <li>Goodman notes that Jacfin's comments are based on the concept stormwater plan in Figure 1 of the <i>DHL Project Stormwater Management Strategy</i>. Goodman acknowledges that Figure 1 misrepresents the actual location of the southern channel, and notes that Section 5.1 of the SMS states that the channel would be located wholly on the <i>Oakdale CENTRAL</i> site. The 11m wide channel is shown on the architectural plans as being wholly within the <i>Oakdale CENTRAL</i> site;</li> <li>Goodman has updated the concept stormwater plan in Figure 1 of the SMS to show the correct location of the southern channel (see Attachment D).</li> </ul>	<ul style="list-style-type: none"> <li>Figure 1 of <i>DHL Project Stormwater Management Strategy</i> amended to clarify location of southern channel (see Attachment D)</li> </ul>
<i>Building 2A Setback</i>	Jacfin requests that Building 2A be setback from the southern boundary to provide an appropriate building line to the Burley Road corridor.	<ul style="list-style-type: none"> <li>The setback on this boundary is 11 metres to the hardstand and between 19 and 24 metres to Building 2A. Goodman believes these setbacks are adequate to provide an appropriate building line to (the future construction of) Burley Road.</li> </ul>	
<b><i>Pazit Pty Ltd Submission</i></b>			
<i>Development to South</i>	Pazit identified planned recreation/residential/retirement village development on land to the south of the <i>Oakdale ESTATE</i> (ie. south of <i>Oakdale SOUTH</i> ).	<ul style="list-style-type: none"> <li>Goodman appreciates Pazit identifying the proposed development of land to the south of the <i>Oakdale ESTATE</i>;</li> <li>Goodman notes that the Pazit plans do not affect development on <i>Oakdale CENTRAL</i>;</li> <li>Goodman will work with Pazit and other adjacent landowners in the finalisation of the <i>Oakdale ESTATE Concept Plan</i></li> </ul>	
	Pazit recommends that a transport corridor/bus way be provided through the employment area, to connect to Rooty Hill and St Marys railway stations	<ul style="list-style-type: none"> <li>Provision for bus stops is included in the <i>CENTRAL Concept Plan</i> (refer Section 4.6.1);</li> <li>As discussed in Sections 8.3, 8.4 and 8.8 of the EA, Goodman is proposing to prepare a detailed T-MAP as part of the wider <i>Oakdale ESTATE</i> project. Given the relatively small size of <i>Oakdale CENTRAL</i>, and that the precinct enjoys ready access to the arterial road network, it is not proposed to prepare a specific T-MAP for <i>Oakdale CENTRAL</i>.</li> </ul>	
	Pazit recommends that buildings fronting the Horsley Road corridor appropriately respond to this frontage	<ul style="list-style-type: none"> <li>Goodman notes that this comment relates to the development of <i>Oakdale SOUTH</i>. Pazit's recommendations will be considered during development of wider <i>Oakdale ESTATE</i></li> </ul>	
	Pazit recommends a traffic connection via extension of Horsley Road, and that traffic planning be undertaken in an integrated manner	<ul style="list-style-type: none"> <li>Goodman notes that this comment relates to the development of <i>Oakdale SOUTH</i> and the wider <i>Oakdale ESTATE</i>. Pazit's recommendations will be considered during development of <i>Oakdale ESTATE Concept Plan</i>.</li> </ul>	

## Attachment A – Riparian Zones

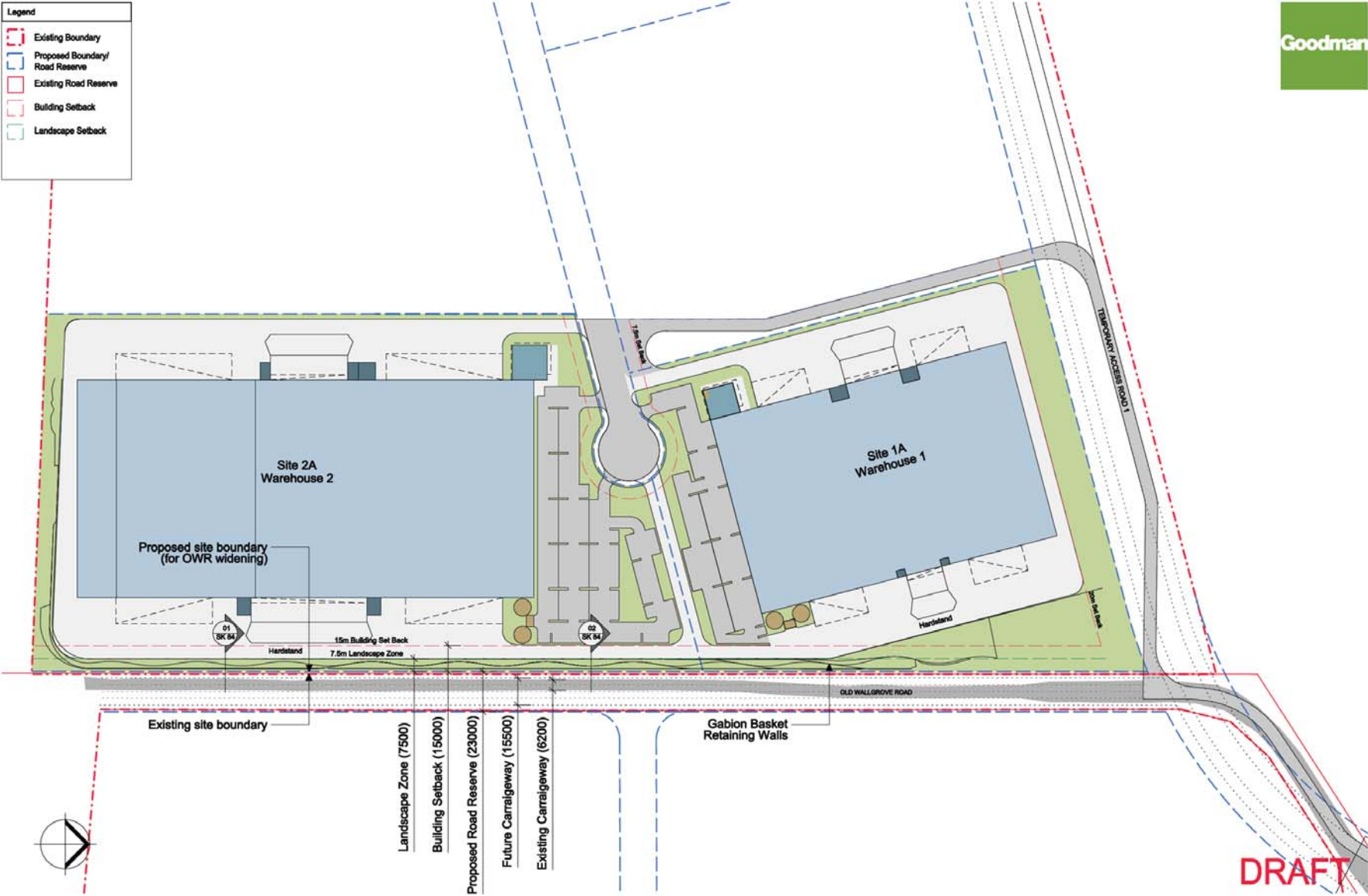




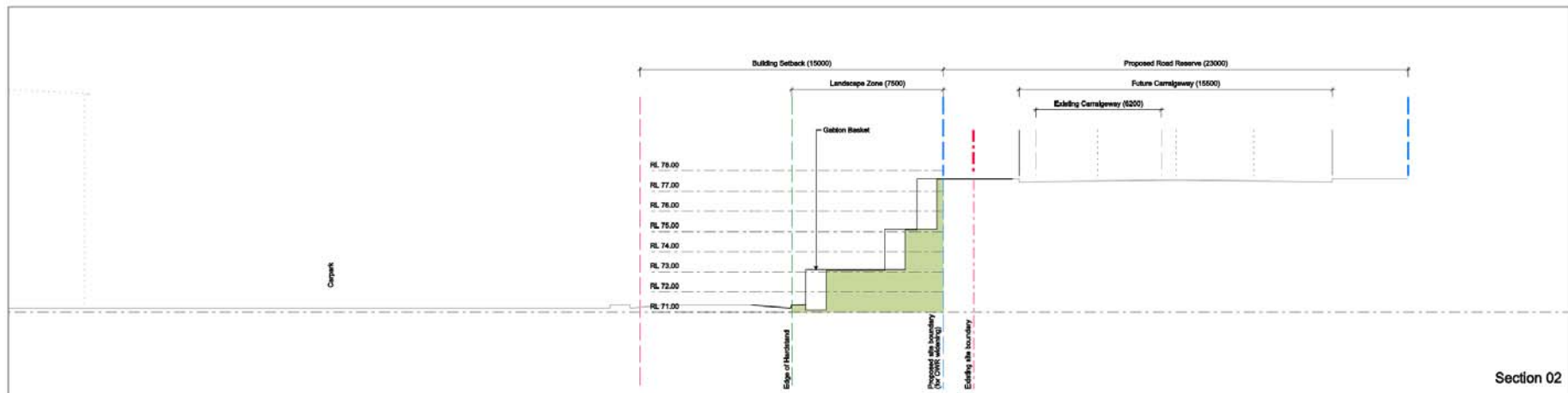
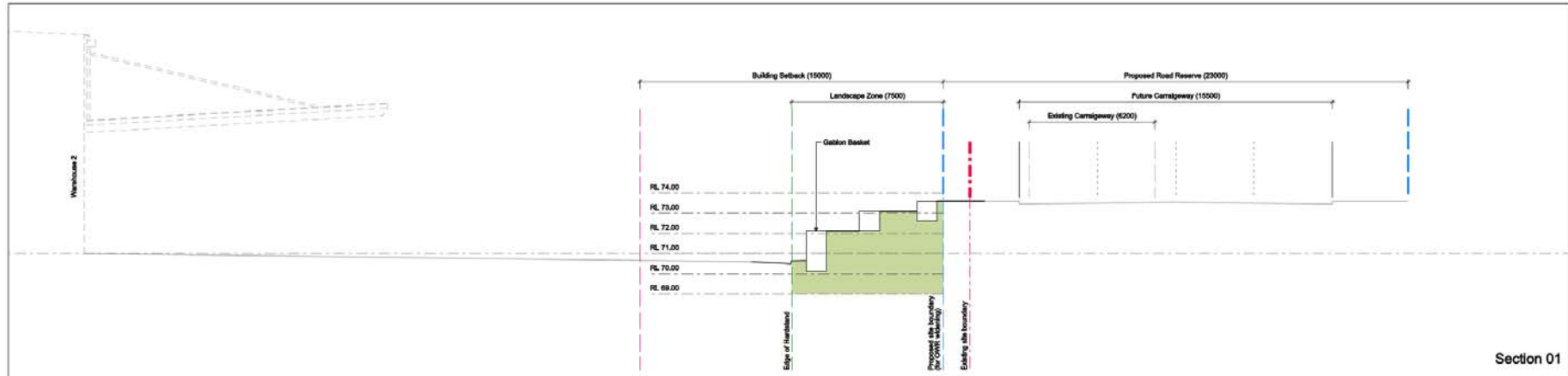
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Attachment C – Additional Old Wallgrove Road Landscape Treatment Plans

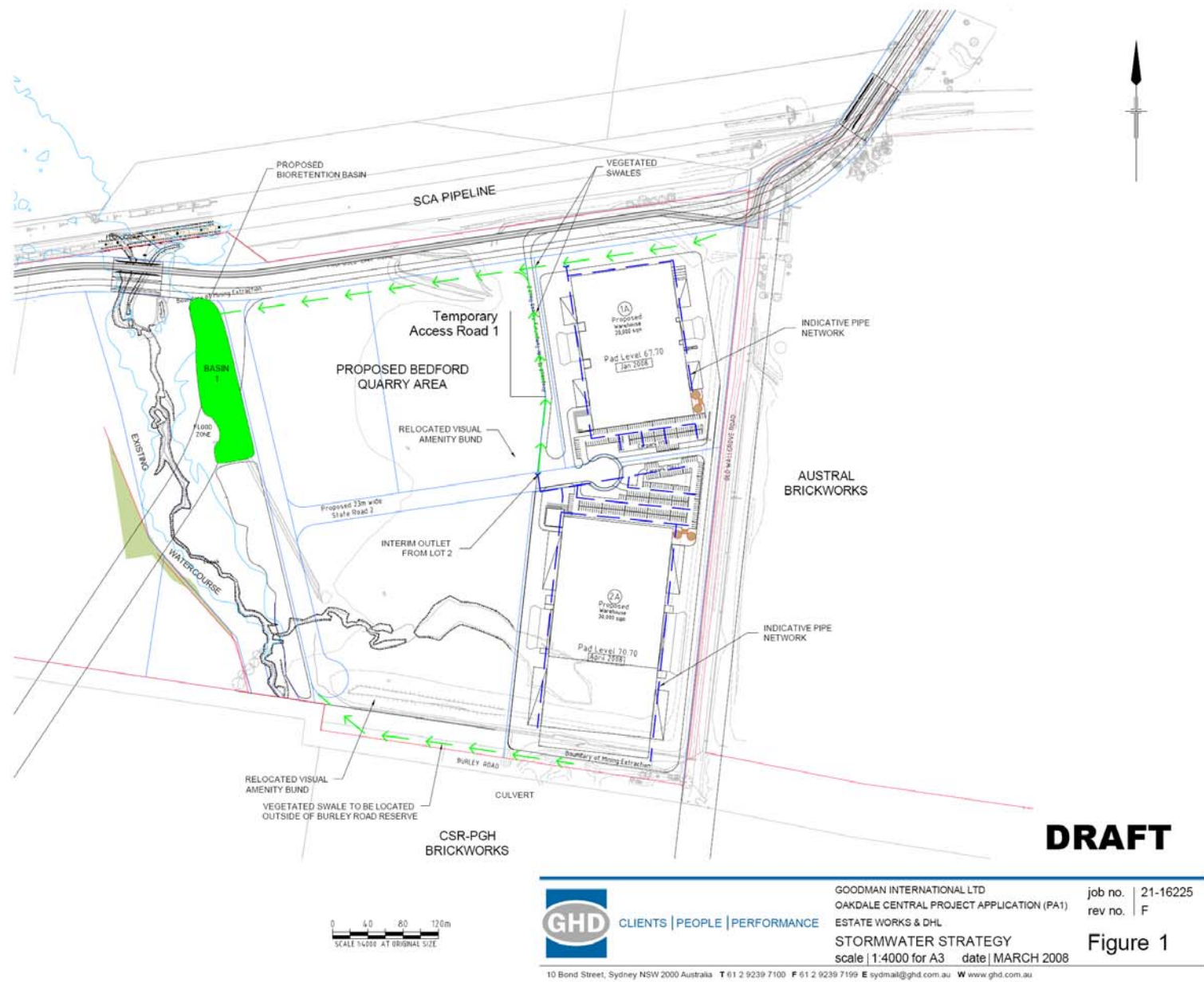


design+	Oakdale CENTRAL	Estate Works + DHL Project (PA #1)	OWR Landscape Treatment	1:1000 @ A1 1:2000 @ A3	SP DHL SK83 (A)
Horsley Park	(Lot2 DP120673)			02 Jul 08 JH	



**DRAFT**

Attachment D – Amended Figure 1 of *DHL Project Stormwater Management Strategy*



## 9 STATEMENT OF COMMITMENTS

### 9.1 *CENTRAL Concept Plan*

#### A Overview and Definitions

Goodman will carry out the *CENTRAL Concept Plan* and all related projects/developments in accordance with the following commitments.

The following defines some of the terms and abbreviations used in the Statement of Commitments:

Approval	The Minister's approval to the <i>CENTRAL Concept Plan</i> (Project Application No.08_0065)
Approval Authority	Unless specified otherwise, 'approval authority' includes an approval authority under Part 3A of the EP&A Act, consent authority under Part 4 of the Act, or determining authority under Part 5 of the Act (or delegate).
Concept Plan	<i>CENTRAL Concept Plan</i> , dated May 2008, as described in the EA
Council	Fairfield City Council
DECC	Department of Environment and Climate Change
Department	Department of Planning
Director-General	Director-General of the Department (or delegate)
DWE	Department of Water and Energy
EA	<i>Environmental Assessment: CENTRAL Concept Plan and Estate Works + DHL Project</i> , dated May 2008
EP&A Act	<i>Environmental Planning &amp; Assessment Act 1979</i>
Goodman	Goodman International Limited, or its successors in title
Minister	Minister for Planning
<i>Oakdale CENTRAL</i> project	The development as described in the Concept Plan
Project application	Unless specified otherwise, 'project application' includes a major project application under Part 3A of the EP&A Act or development application under Part 4 of the Act
SCA	Sydney Catchment Authority
Site	Land to which the project application applies
Statement of commitments	Goodman's commitments made in the EA (ie. these commitments)

#### B Administrative Commitments

##### **Commitment to Minimise Harm to the Environment**

- B.1 Goodman will implement all practicable measures to prevent and/or minimise any harm to the environment that may result from the construction and/or operation of the *Oakdale CENTRAL* project.

##### **Terms of Approval**

- B.2 Goodman will carry out the *Oakdale CENTRAL* project generally in accordance with the:
- (a) Concept Plan;
  - (b) EA;
  - (c) Drawing, CP1.02(A) *CENTRAL Concept Plan* (CP#1) – Scope of Application
  - (d) statement of commitments; and



(e) conditions of the approval.

B.3 If there is any inconsistency between the above, the conditions of the approval shall prevail to the extent of the inconsistency.

B.4 Goodman will comply with any reasonable requirement/s of the Director-General arising from the Department's assessment of:

- (a) any reports, plans, strategies, programs or correspondence that are submitted in accordance with the approval; and
- (b) the implementation of any actions or measures contained in these reports, plans, strategies, programs or correspondence.

### **Development Contributions**

B.5 Goodman will enter into an agreement/s with the NSW Government and/or Council as part of applicable project applications, in accordance with Division 6 of Part 4 of the EP&A Act, to provide the development contributions for the *Oakdale CENTRAL* project as outlined in Section 6.5 of the EA.

## **C Specific Environmental Commitments**

### **C.1 Soil and Water**

#### **Erosion and Sedimentation**

C.1.1 Goodman will prepare Erosion and Sediment Control Plans / Soil and Water Management Plans to accompany each project application involving ground disturbance (apart from minor works), to the satisfaction of the approval authority. The plans will:

- (a) be consistent with the requirements of Landcom's (2004) *Managing Urban Stormwater: Soils and Construction* manual;
- (b) identify activities that could cause soil erosion and generate sediment;
- (c) describe measures to minimise soil erosion and the potential for the transport of sediment to downstream waters;
- (d) describe the location, function, and capacity of erosion and sediment control structures; and
- (e) describe what measures would be implemented to maintain the structures over time,

#### **Salinity Management**

C.1.2 Goodman will prepare Salinity Assessment and Management Plans as part of detailed geotechnical investigations for the development of the *Oakdale CENTRAL* project, to the satisfaction of the Director-General. The plans will:

- (a) be prepared prior to the commencement of construction of any project involving ground disturbance (apart from minor works);
- (b) be prepared in accordance with applicable guidelines, including the *Western Sydney Salinity Code of Practice* (2003) and *Site Investigations for Urban Salinity* (2002);
- (c) assess salinity risk on the site, based on soil and (where applicable) groundwater testing and investigation;

- (d) where applicable, describe the measures that would be implemented to minimise and manage salinity risk; and
- (e) describe the measures that would be implemented to monitor salinity risk during construction and operation of the project/development.

### **Rainwater Harvesting**

- C.1.3 Goodman will participate in the Regional Rainwater Harvesting Scheme as described in the Concept Plan, for all buildings within the *Oakdale CENTRAL* site (apart from very small buildings where no significant water saving benefit is realised), to the satisfaction of the approval authority.

Prior to the commencement of operations for applicable projects/development, Goodman will demonstrate that it has provided the necessary infrastructure to enable roof stormwater to be collected, stored and separately discharged, to the satisfaction of the approval authority.

*Notes:*

- *The relevant infrastructure would be provided on a progressive basis, in accordance with confirmation of the Regional Rainwater Harvesting Scheme's feasibility by the relevant infrastructure provider, and the status of the scheme;*
- *Goodman will utilise collected roofwater for on-site non-potable uses (including toilet flushing, air-conditioning and irrigation), with the balance exported to the Regional Rainwater Harvesting Scheme.*

### **Water Sensitive Urban Design**

- C.1.4 Goodman will prepare Stormwater Management Strategies to accompany each project application involving development of new stormwater infrastructure, to the satisfaction of the approval authority. The strategies will:

- (a) be consistent with the Oakdale ESTATE Water Sensitive Urban Design Strategy, unless otherwise agreed by the approval authority; and
- (b) demonstrate that the proposed stormwater scheme would comply with the performance criteria (stormwater quantity and quality) in the Oakdale ESTATE Water Sensitive Urban Design Strategy.

- C.1.5 Goodman will prepare detailed Stormwater Management Plans for projects involving development of new stormwater infrastructure, to the satisfaction of the approval authority. The plans will:

- (a) be prepared in consultation with the applicable Council/s, and be submitted to the approval authority for approval prior to the commencement of construction of applicable projects;
- (b) be consistent with the Oakdale ESTATE Water Sensitive Urban Design Strategy, unless otherwise agreed by the approval authority;
- (c) include detailed plans showing the proposed stormwater management scheme for the site, including any rainwater harvesting infrastructure;
- (d) fully detail measures to incorporate the Category 3 streams into the stormwater scheme, in accordance with DWE's *Watercourse and Riparian Area Planning, Assessment and Works Design Guideline* ( Draft Version 1: January 2007);
- (e) demonstrate that the proposed stormwater scheme would comply with the performance criteria in the Oakdale ESTATE Water Sensitive Urban Design Strategy; and
- (f) describe how the efficiency and effectiveness of the proposed scheme would be monitored and maintained over time.

## **Sewage Recycling and Management**

- C.1.6 Goodman will recycle all sewage generated on the site for use in toilet flushing, air-conditioning and irrigation, unless otherwise approved by the approval authority.
- C.1.7 Goodman will prepare Sewage Management Strategies to accompany each project application involving development of new estate sewerage infrastructure, to the satisfaction of the approval authority. The strategies will:
- (a) be consistent with the Oakdale ESTATE Sewer Servicing Strategy;
  - (b) describe the proposed sewage management scheme for the project, including;
    - estimated sewage generation rates;
    - sewage treatment type;
    - effluent criteria; and
    - recycled water disposal/irrigation.
- C.1.8 Goodman will prepare Recycled Water Irrigation Management Plans for projects involving development of new estate sewerage infrastructure, to the satisfaction of the approval authority. The plans will:
- (a) be prepared in consultation with the DECC and Council, and be submitted to the approval authority for approval prior to the commencement of operation of applicable projects;
  - (b) be consistent with the DECC's *Environmental Guidelines: Use of Effluent by Irrigation* and other applicable guidelines; and
  - (c) fully describe:
    - the effluent irrigation site selection process;
    - site access arrangements
    - effluent transport and storage arrangements;
    - maximum loading rates;
    - the irrigation system, its management and operation of its control system;
    - soil erosion control;
    - stormwater control arrangements; and
    - monitoring, reporting and control systems.

## **Flooding**

- C.1.10 Goodman will undertake flood assessments for any development (apart from minor works) within the 1 in 100 year flood level (as shown on Figure 2.8), to the satisfaction of the approval authority. The assessments will accompany any project application that involves development within the flood affected area.
- C.1.11 Goodman will prepare a Flood Evacuation Strategy for any employment-related development (apart from minor works) within the probable maximum flood level, to the satisfaction of the approval authority. The strategy will be prepared prior to operation of the relevant development.

## **C.2 Noise**

- C.2.1 Goodman will develop a noise model to manage noise emissions from the *Oakdale CENTRAL* project, to the satisfaction of the Director-General. This model will:

- (a) be prepared by a suitably qualified expert in consultation with DECC;
- (b) be submitted to the Director-General for approval within 3 months of Concept Plan approval;
- (c) be based on the criteria identified in Tables C.1 to C.3 below.

**Table C.1: Construction Noise Criteria,  $L_{Aeq,15min}$  dB(A)**

Receiver	Construction Duration – (Day time)		
	Up to 4 weeks	4 to 26 weeks	> 26 weeks
All receivers	54	44	39

**Table C.2: Operational Noise Criteria, dB(A)**

Receiver	Time Period	Intrusiveness Criteria	Amenity Criteria	Sleep Disturbance Criteria
		$L_{Aeq,15min}$	$L_{Aeq,period}$	$L_{A1,1min}$
A Erskine Park residences	Day	39	55	-
	Evening	39	45	-
	Night	39	40	49
B Emmaus College and retirement village	Day	39	50	-
C Bakers Lane residences	Evening	39	45	-
D & E Horsley Park residences	Night	39	40	49

**Table C.3: Traffic Noise Criteria**

Road	Criteria	
	Day/Evening $L_{Aeq,1hr}$	Night $L_{Aeq,1hr}$
Link Road	60	55

C.2.2 Goodman will prepare Noise Impact Assessments to accompany each project application involving significant construction, operational and/or traffic noise generation. The assessments will:

- (a) be prepared in accordance with applicable guidelines, including the *NSW Industrial Noise Policy*, *Environmental Noise Control Manual* and *Environmental Criteria for Road Traffic Noise*;
- (b) consider the proposed project in relation to the Oakdale noise model and the noise criteria listed above; and
- (c) where relevant, consider measures to minimise, mitigate, and manage noise emissions from the project.

### C.3 Air Quality

C.3.1 Goodman will carry out all reasonable and feasible measures to minimise dust generated by the *Oakdale CENTRAL* project, particularly during construction and bulk earthworks.

### C.4 Flora and Fauna

#### Offset and Enhancement Strategy

C.4.1 Goodman will establish and conserve the vegetation identified in Table C.4 below, in the riparian areas of Ropes Creek (and Ropes Creek tributary), to offset the vegetation clearing required by the *Oakdale CENTRAL* project and to improve local and regional ecological habitat function.

**Table C.4: Offset and Enhancement Strategy**

<b>Vegetation Community</b>	<b>Existing Area (ha)</b>	<b>Area to be Cleared (ha)</b>	<b>Minimum Area to be Revegetated (ha)</b>	<b>Offset Ratio<sup>1</sup></b>	<b>Total Net Area<sup>2</sup> (ha)</b>
Swamp Oak Forest	1.15	0.19	2.50	13:1	3.46
Degraded Woodland <sup>3</sup>	0.35	0.35	0	-	0
Exotic Sedge	1.50	1.50	0	-	0
Wetland Vegetation / Farm Dams	0.81	0.81	0.81	1:1	0.81
<b>Total</b>	<b>3.81</b>	<b>2.85</b>	<b>3.31</b>	<b>-</b>	<b>4.27</b>

Notes:

1 Area Revegetated : Area Cleared

2 Existing Area + Area to be Revegetated - Area to be Cleared

3 Offset included as part of the Swamp Oak Forest offset

## Vegetation Management Plan

C.4.2 Goodman will prepare and implement a Vegetation Management Plan for the *Oakdale CENTRAL* project, to the satisfaction of the Director-General. The plan will:

- be prepared by suitably qualified expert/s in consultation with DECC, DWE and Council;
- be submitted to the Director-General for approval within 6 months of Concept Plan approval;
- be prepared in accordance with the DWE guidelines *How to Prepare a Vegetation Management Plan – DRAFT Version 6: January 2007*;
- establish performance and completion criteria for the offset and enhancement strategy;
- include detailed plans:
  - identifying the vegetation to be retained/removed and areas to be rehabilitated;
  - indicating the measures to be implemented to:
    - revegetate the areas to be rehabilitated, including plant material, densities and species mix (consisting of native trees, shrubs and groundcover species local to the area); and
    - prevent damage to riparian zones.

## C.5 Heritage

### Aboriginal Heritage Management Plan

C.5.1 Goodman will prepare and implement an Aboriginal Heritage Management Plan for the *Oakdale CENTRAL* project, to the satisfaction of the Director-General. The plan will:

- be prepared in consultation with DECC and the Aboriginal communities;
- be submitted to the Director-General for approval prior to the disturbance of any Aboriginal object or site;
- include a:
  - program for intensive surface survey of the identified low-moderate archaeological sensitivity areas (as shaded on Figure 2.11 of the EA);
  - detailed salvage program and management plan for all Aboriginal sites within the project disturbance area;

- detailed description of the measures that would be implemented to protect Aboriginal sites outside the project disturbance area;
- description of the measures that would be implemented if any new Aboriginal objects or skeletal remains are discovered during the project; and
- protocol for the ongoing consultation and involvement of the Aboriginal communities in the conservation and management of Aboriginal cultural heritage on the site.

## C.6 Transport

### Regional and Internal Road Network

- C.6.1 Goodman will ensure that the regional and internal road network and parking associated with the *Oakdale CENTRAL* project are designed, constructed and maintained in accordance with the latest versions of the Australian Standards *AS 2890.1:2004*, *AS 2890.2:2002* and AUSTROADS.

## C.7 Visual Amenity

### Landscaping

- C.7.1 Goodman will prepare Landscape Plans to accompany each project application (apart from minor works), to the satisfaction of the approval authority. The Landscape Plans will be prepared in a manner that is consistent with the *Oakdale CENTRAL* Urban Design and Landscape Report, and the Draft *Oakdale ESTATE* Landscape Masterplan.

### Signage Strategy

- C.7.2 Goodman will prepare a Signage Strategy for the *Oakdale CENTRAL* project, to the satisfaction of the Director-General. The strategy will be prepared in consultation with Council, and be submitted to the Director-General for approval within 3 months of the date of Concept Plan approval.

## C.8 Bushfire Management

- C.8.1 Goodman will develop the *Oakdale CENTRAL* project to provide defensible spaces, access provisions, water supplies for fire-fighting operations and construction standards in accordance with the *Oakdale ESTATE* Bushfire Assessment and the aims, objectives and provisions of *Planning for Bushfire Protection 2006*.

## C.9 Energy and Greenhouse Gases

- C.9.1 Goodman will consider measures to reduce energy and resource use in each project application (apart from minor works).

## C.10 Environmental Management Strategy

- C.10.1 Goodman will prepare and implement an Environmental Management Strategy for the *Oakdale CENTRAL* project, to the satisfaction of the Director-General. This strategy will:
- (a) be submitted to the Director-General for approval within 3 months of the date of Concept Plan approval;
  - (b) describe in broad terms the proposed environmental management strategy for the *Oakdale CENTRAL* project;
  - (c) identify the person who would be responsible for overseeing the environmental management of the *Oakdale CENTRAL* project, and provide contact details for this person;
  - (d) describe the procedures that would be implemented to:
    - keep the relevant agencies informed about the progress of the project;
    - receive, handle, respond to, record and report any complaints about the project;
    - resolve any disputes that may arise during the project; and
    - respond to any non-compliances.
  - (e) include construction noise and dust management plans.

Goodman will update this strategy to the satisfaction of the Director-General every 3 years, or as directed by the Director-General.

## 9.2 Estate Works + *DHL Project*

### A Overview and Definitions

Goodman will carry out the *DHL Project* in accordance with the following commitments.

The following defines some of the terms and abbreviations used in the Statement of Commitments:

Approval	The Minister's approval to the project (Project Application No.08_0066)
BCA	Building Code of Australia
Concept Plan	<i>CENTRAL Concept Plan</i> , dated May 2008, as described in the EA
Council	Fairfield City Council, unless otherwise noted
DECC	Department of Environment and Climate Change
Department	Department of Planning
Director-General	Director-General of the Department (or delegate)
DPI	Department of Primary Industries
DWE	Department of Water and Energy
EA	<i>Environmental Assessment: CENTRAL Concept Plan and Estate Works + DHL Project</i> , dated May 2008
EP&A Act	<i>Environmental Planning &amp; Assessment Act 1979</i>
Goodman	Goodman International Limited, or its successors in title
Minister	Minister for Planning
<i>Oakdale CENTRAL</i> project	The development as described in the Concept Plan
Project	The Estate Works and <i>DHL Project</i> development as described in the EA
SCA	Sydney Catchment Authority
Site	Land to which the project application applies
Statement of commitments	Goodman's commitments made in the EA (ie. these commitments)

### B Administrative Commitments

#### Commitment to Minimise Harm to the Environment

- B.1 Goodman will implement all practicable measures to prevent and/or minimise any harm to the environment that may result from the construction and/or operation of the project.

#### Terms of Approval

- B.2 Goodman will carry out the project generally in accordance with the:
- (a) Concept Plan;
  - (b) EA;
  - (c) drawings listed in Table B.1 below;
  - (d) statement of commitments; and
  - (e) conditions of the approval.



**Table B.1: Drawings**

<b>Development Lot</b>	<b>Plan No.</b>	<b>Plan Title</b>
Site Plans	PA1.01(A)	Scope of Application
	PA1.02(A)	Site Plan
	PA1.03(A)	DHL 1A & 2A Site Plan
	PA1.04(A)	DHL 1A & 2A Elevations / Section
Building 1A	PA1.05(A)	DHL 1A Ground Floor Plan
	PA1.06(A)	DHL 1A Roof Plan
	PA1.07(A)	DHL 1A Elevations / Sections
Building 2A	PA1.08(A)	DHL 2A Ground Floor Plan
	PA1.09(A)	DHL 2A Roof Plan
	PA1.10(A)	DHL 2A Elevations / Sections
Other Plans	PA1.11(A)	Bulk Earthworks Plan
	PA1.12(A)	Subdivision
	PA1.13(A)	Link Road – OWR (SW) + Bridge B1

- B.3 If there is any inconsistency between the above, the conditions of the approval shall prevail to the extent of the inconsistency.
- B.4 Goodman will comply with any reasonable requirement/s of the Director-General arising from the Department's assessment of:
- (a) any reports, plans, strategies, programs or correspondence that are submitted in accordance with the approval; and
  - (b) the implementation of any actions or measures contained in these reports, plans, strategies, programs or correspondence.

### **Subdivision**

- B.5 Goodman will subdivide the land generally in accordance with the subdivision layout shown on Plan PA1.12(A). Prior to obtaining a subdivision certificate, Goodman will prepare a final subdivision plan for the land, in consultation with Council, and to the satisfaction of the Director-General.

### **Structural Adequacy**

- B.6 Goodman will ensure that all new buildings and structures on the site are constructed in accordance with the relevant requirements of the BCA.

*Note: Under Part 4A of the EP&A Act, Goodman is required to obtain construction and occupation certificates for the proposed building works. Part 8 of the EP&A Regulation sets out the requirements for the certification of the project.*

### **Protection of Public Infrastructure**

- B.7 Goodman will:
- (a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by the project; and
  - (b) relocate, or pay the full costs associated with relocating, any public infrastructure that needs to be relocated as a result of the project.

## **Operation of Plant and Equipment**

- B.8 Goodman will ensure that all plant and equipment used on the site is:
- (a) maintained in a proper and efficient condition; and
  - (b) operated in a proper and efficient manner.

## **Pre-Operation Compliance Audit**

- B.9 Prior to the commencement of operations of each building, Goodman will submit work as executed plans to the Department for all the development associated with the project. These plans will be prepared by a suitably qualified and experienced expert, and include plans showing the work as executed plans laid over the approved plans to demonstrate that the project has been carried out in accordance with the approved plans.

## **Development Contributions**

- B.10 Goodman will, within 12 months of the date of this approval, enter into an agreement/s with appropriate NSW Government agencies and/or the applicable Council/s, in accordance with Division 6 of Part 4 of the EP&A Act, to provide the development contributions for the project as described in Section 6.5 of the EA.

# **C Specific Environmental Commitments**

## **C.1 Soil and Water**

### **Erosion and Sedimentation**

- C.1.1 During construction, Goodman will carry out all reasonable and feasible measures to minimise soil erosion and the discharge of sediment from the site to downstream waters.
- C.1.2 Goodman will carry out the construction of the DHL facilities (ie. Buildings 1A and 2A) in accordance with the Soil and Water Management Plan contained in Appendix B of the EA.
- C.1.3 Goodman will prepare additional Erosion and Sediment Control Plans / Soil and Water Management Plans for the other estate works in accordance with the commitments made for the *CENTRAL Concept Plan*, prior to the commencement of construction of the relevant works, to the satisfaction of the Director-General.

### **Watercourse Crossing**

- C.1.4 Goodman will prepare and implement a Watercourse Crossing Management Plan for the proposed bridge crossing over the Ropes Creek tributary, to the satisfaction of the Director-General. The plan will:
- (a) be prepared in consultation with DWE and Council, and be submitted to the Director-General for approval prior to the commencement of construction of the bridge;
  - (b) be prepared in accordance with applicable guidelines, including the DWE's *Watercourse Crossing Design and Construction Guideline* (Draft, 2007) and *Works and Watercourse Design Guideline* (Draft 2007), and the DPI's *Policy and Guidelines for Fish Friendly Waterway Crossings*;

- (c) fully describe measures to ensure that:
  - the design maintains a naturalised bed and bank stability; and
  - there will not be any detrimental impact on flows and flooding; and
- (d) describe how the efficiency and effectiveness of the works would be monitored and maintained over time.

### Salinity Management

- C.1.5 Goodman will prepare and implement a Salinity Assessment and Management Plan for the project, to the satisfaction of the Director-General. The plan will:
- (a) be prepared in consultation with Council, and be submitted to the Director-General for approval prior to the commencement of construction;
  - (b) be prepared in accordance with applicable guidelines, including the *Western Sydney Salinity Code of Practice* (2003) and *Site Investigations for Urban Salinity* (2002);
  - (c) assess salinity risk on the site, based on soil and (where applicable) groundwater testing and investigation;
  - (d) where applicable, describe the measures that would be implemented to minimise and manage salinity risk; and
  - (e) describe the measures that would be implemented to monitor salinity risk during construction and operation of the project.

### Rainwater Harvesting

- C.1.6 Prior to the commencement of operations for each building, or as otherwise approved by the Director-General, Goodman will provide the necessary infrastructure on site to enable roof and hardstand stormwater to be collected, stored and discharged separately to the satisfaction of the Director-General.

Prior to installing the required storage tanks, Goodman will determine the final location for the tanks in consultation with Council, and to the satisfaction of the Director-General.

*Notes:*

- *The relevant infrastructure will be provided on a progressive basis, in accordance with confirmation of the Regional Rainwater Harvesting Scheme's feasibility, and the status of the scheme. In this regard, the dual pipework for the warehouse buildings will be provided in conjunction with the building construction. The required storage tanks, and associated connecting pipes, will be installed in conjunction with the construction of the regional infrastructure (ie. regional trunk mains and connector pipes) by the relevant infrastructure provider;*
- *Unless the Director-General agrees otherwise, the roof stormwater infrastructure will include:*
  - *a rainwater collector 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 190 KL/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 11.6 l/s per megalitre of storage.*

- C.1.7 During operations, Goodman will participate in any regional rainwater harvesting initiatives to the satisfaction of the Director-General.

*Note: This participation will involve making the roof stormwater infrastructure on site available for connection to any regional rainwater harvesting infrastructure. Goodman will utilise collected roofwater for on-site non-potable uses (including toilet flushing, air-conditioning and irrigation), with the balance exported to the Regional Rainwater Harvesting Scheme*

## Water Sensitive Urban Design

- C.1.8 Goodman will prepare and implement a Stormwater Management Plan for the DHL facilities (ie. Buildings 1A and 2A), to the satisfaction of the Director-General. The plan will:
- (a) be prepared in consultation with Council, and be submitted to the Director-General for approval prior to the commencement of construction;
  - (b) be consistent with the DHL Stormwater Management Strategy and the Oakdale ESTATE Water Sensitive Urban Design Strategy, unless otherwise approved by the Director-General;
  - (c) include detailed plans showing the proposed stormwater management scheme for the site, including any rainwater harvesting infrastructure;
  - (d) fully detail measures to incorporate the Category 3 streams into the stormwater scheme, in accordance with DWE's *Watercourse and Riparian Area Planning, Assessment and Works Design Guideline* ( Draft Version 1: January 2007);
  - (e) demonstrate that the proposed stormwater scheme would comply with the performance criteria in the Oakdale ESTATE Water Sensitive Urban Design Strategy; and
  - (f) describe how the efficiency and effectiveness of the proposed scheme would be monitored and maintained over time.
- C.1.9 Goodman will prepare additional Stormwater Management Plan/s for the other estate works in accordance with the commitments made for the *CENTRAL Concept Plan*, prior to the commencement of construction of the relevant works, to the satisfaction of the Director-General.

## Sewage Recycling and Management

- C.1.10 Goodman will prepare and implement a Recycled Water Irrigation Management Plan for the project, to the satisfaction of the Director-General. The plan will:
- (a) be prepared in consultation with DECC and Council, and be submitted to the Director-General for approval prior to the commencement of operation;
  - (b) be consistent with the DECC's *Environmental Guidelines: Use of Effluent by Irrigation* and other applicable guidelines; and
  - (c) fully describe:
    - the recycled water irrigation site selection process;
    - site access arrangements;
    - recycled water transport and storage arrangements;
    - maximum loading rates;
    - the irrigation system, its management and operation of its control system;
    - soil erosion control;
    - stormwater control arrangements; and
    - monitoring, reporting and control systems.

## C.2 Noise

- C.2.1 Goodman will only carry out construction on the site between 7am and 6pm Monday to Friday, and 7am and 1pm on Saturdays. No construction will be allowed on site on Sundays or public holidays.

*Note: Construction works which are inaudible at any residence may be carried out outside these times.*

- C.2.2 During the project, Goodman will ensure that noise from the project does not exceed the noise limits presented in Table C.1.

**Table C.1: Project Noise Limits (dB(A))**

Noise Assessment Location	Day	Evening	Night	
	L <sub>Aeq</sub> (15 min)	L <sub>Aeq</sub> (15 min)	L <sub>Aeq</sub> (15 min)	L <sub>A1</sub> (1 min)
A Shaula Place, Erskine Park	39	39	39	49
B Emmaus College and Retirement Village	39	39	39	49
C Bakers Lane, Kemps Creek	39	39	39	49
D Greenway Place, Horsley Park	39	39	39	49
E Burley Road, Horsley Park	39	39	39	49

**Notes:**

- For the purposes of this condition, day is defined as the period from 7am to 6pm, Monday to Saturday, and 8am to 6pm, Sundays and Public Holidays. Evening is defined as the period from 6pm to 10pm. Night is defined as the period from 10pm to 7am, Monday to Saturday, and 10pm to 8am, Sundays and Public Holidays.
- Noise emission limits apply under meteorological conditions of wind speeds up to 3 m/s at 10 metres above ground level. To determine compliance with the L<sub>Aeq</sub>(15 minute) noise limits, noise from the project will be measured at the most affected point within the residential boundary, or at the most affected point within 30 metres of the dwelling where the dwelling is more than 30 metres from the boundary. To determine compliance with the L<sub>A1</sub>(1 minute) noise limits, noise from the project will be measured at 1 metre from the dwelling façade.
- However, where it can be demonstrated that direct measurement of noise from the project is impractical, the DECC may accept alternative means of determining compliance (see Chapter 11 of the NSW Industrial Noise Policy). The modification factors in Section 4 of the NSW Industrial Noise Policy will also be applied to the measured noise levels where applicable.

### C.3 Air Quality

#### Construction Dust Emissions

- C.3.1 During construction, Goodman will comply with the air quality impact assessment criteria of the development consent for the Bedford Quarry (DA-260-8-2002-i), for the combined operations of the quarry and the project.

#### Construction Traffic

- C.3.2 During construction, Goodman will ensure that:
- all trucks entering or leaving the site with loads have their loads covered;
  - trucks associated with the project do not track dirt onto the public road network; and
  - the public roads used by these trucks are kept clean.

#### Dust Management

- C.3.3 During the project, Goodman will carry out all reasonable and feasible measures to minimise the dust generated by the project.

## C.4 Flora and Fauna

- C.4.1 Within 6 months of the date of approval of the Oakdale CENTRAL Vegetation Management Plan, Goodman will implement that component of the plan that relates to the Ropes Creek tributary (in the middle of the *Oakdale CENTRAL* precinct). This will include:
- (a) revegetation of at least 1.78 hectares of Swamp Oak Forest in the riparian area; and
  - (b) rehabilitation of the farm dam on the tributary to reinstate natural flows and enable fish passage, in a manner that avoids fish translocation from the dam.

## C.5 Transport

- C.5.1 Goodman will ensure that the road network and parking associated with the project are designed, constructed and maintained in accordance with the latest versions of the Australian Standards AS 2890.1:2004, AS 2890.2:2002 and AUSTROADS.

### Old Wallgrove Road Upgrade

- C.5.2 Prior to the commencement of operations, or as otherwise agreed by the Director-General, Goodman will undertake the following 'Stage 1' upgrade works to Old Wallgrove Road:
- (a) local widening between Roberts Road and the north-eastern corner of the site to achieve a consistent 7 metre road width for heavy vehicle traffic;
  - (b) local widening at bends to accommodate B-doubles;
  - (c) provision of a passing bay for southbound traffic at the site access point; and
  - (d) 60 km/h signposting for southbound traffic in the vicinity of the site access point, to the satisfaction of Blacktown Council and Fairfield Council.
- C.5.3 Within 12 months of the RTA (or the NSW Government) acquiring the necessary road 40 metre reservation, or within such other timing as may be agreed by the Director-General, Goodman will design and construct the proposed 'stage 2 external roadworks' upgrade works to Old Wallgrove Road, in consultation with Blacktown Council, Fairfield Council, SCA and the RTA, and to the satisfaction of the applicable road authority.

*Note: These works, involving the construction of 2 additional lanes and associated works, are described in Section 5.9 of the EA, and shown on Figure 5.8.*

### Internal Roads

- C.5.4 Prior to the commencement of operations, or as otherwise agreed by the Director-General, Goodman will design and construct Temporary Access Road 1, in consultation with Council, SCA and the RTA, and to the satisfaction of the applicable road authority.

*Note: Temporary Access Road 1 is described in Section 5.9 of the EA, and shown on Figure 5.3.*

- C.5.5 Within 12 months of the date of the approval, or within such other timing as may be agreed by the Director-General, Goodman will design and construct the internal road network, including:
- the northern carriageway of the Link Road – Option A;
  - Estate Road 1;
  - Estate Road 2; and
  - Estate Road 3,

in consultation with Council, SCA and the RTA, and to the satisfaction of the applicable road authority.

*Note: The internal road network is described in Section 5.9 of the EA, and shown on Figure 5.2.*

### **Parking**

- C.5.6 Goodman will ensure that all parking generated by the project is accommodated on site. No vehicles associated with the project will be allowed to park on the public road system at any stage.

### **Vehicle Queuing**

- C.5.7 During the project, Goodman will ensure that project does not result in any vehicles queuing on the public road network.

## **C.6 Visual Amenity**

### **Landscaping**

- C.6.1 Goodman will:
- (a) within 3 months of the date of project approval, prepare a final landscape plan for the project, in consultation with Council, and to the satisfaction of the Director-General. The landscape plan will be generally consistent with the landscape plan in the EA; and
  - (b) during the project:
    - maintain the landscaping on the site to the satisfaction of the Director-General; and
    - ensure that the landscaping on the site does not impede driver sight distance of vehicles entering or leaving the site.

### **Signage**

- C.6.2 Prior to installing any signage on the site, Goodman will submit detailed plans of this signage to the Director-General for approval. These plans will be prepared in consultation with Council, and be generally consistent with the Oakdale CENTRAL Signage Strategy.

### **Fencing**

- C.6.3 Prior to installing any fencing on the site, Goodman will submit detailed plans of this fencing to the Director-General for approval. These plans will be prepared in consultation with Council and SCA. Following approval, Goodman will ensure that the fencing is installed in accordance with the approved plans.

### **Lighting**

- C.6.4 Goodman will ensure that the lighting associated with the project:
- (a) complies with the latest version of Australian Standard AS 4282(INT) - *Control of Obtrusive Effects of Outdoor Lighting*; and

- (b) is mounted, screened and directed in such a manner that it does not create a nuisance to surrounding properties or the public road network.

## **C.7 Waste**

C.7.1 During the project, Goodman will implement reasonable and feasible measures to minimise the waste generated by the project.

C.7.2 Goodman will prepare and implement a Waste Management Plan for the project in consultation with Council, and to the satisfaction of the Director-General. This plan will:

- (a) be submitted to the Director-General for approval prior to the commencement of construction;
- (b) be consistent with the requirements in any Council DCP; and
- (c) detail the measures that will be implemented to minimise waste generation associated with the project.

## **C.8 Environmental Management Strategy**

C.8.1 Goodman will carry out the project in accordance with the Oakdale CENTRAL Environmental Management Strategy.