



NSW GOVERNMENT
Department of Planning

***MAJOR PROJECT ASSESSMENT:
Oakdale Central Concept Plan and
DHL Logistics Hub Project,
Horsley Park***



Director-General's
Environmental Assessment Report
Section 75I of the
Environmental Planning and Assessment Act 1979

October 2008

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EXECUTIVE SUMMARY

Goodman International Limited (Goodman) proposes to develop the Oakdale Central Industrial Estate, a regional distribution park of warehouses, distribution centres and freight logistics facilities on 61 hectares at Horsley Park, in the Fairfield local government area.

At this stage Goodman is seeking:

- concept plan approval for the Oakdale Central employment park for warehousing, distribution and light industrial purposes, including associated infrastructure; and
- project approval for a DHL Logistics Hub including the construction and operation of two warehouses and the provision of infrastructure for the Oakdale Central.

The Oakdale Central has a capital investment value of \$194 million and would employ around 1,200 people once operational. The DHL Logistics Hub has a capital investment value of \$89 million and would employ 300 people during construction and 400 people during operation.

The proposal constitutes a 'major project' under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), and consequently the Minister is the approval authority for the project.

During the exhibition period the Department received 13 submissions on the proposal, including 10 from Government authorities and 3 from adjacent landowners. While these submissions raised a broad range of concerns about the project, principally concerning the lack of certainty about the broader strategic planning of the WSEH, only Blacktown City Council objected to the project.

The Department has assessed the project applications, Environmental Assessment, and submissions on the project, in accordance with the objects of the EP&A Act.

The Department is satisfied that the project is consistent with the State Plan and the broader strategic planning objectives for the area. While the detailed planning of the future development of the area is still being completed, the project has been designed to ensure that it does not compromise this detailed planning, and in particular the regional road network for the WSEH.

The Department is also satisfied that Goodman has made adequate provision for infrastructure to service the site and satisfactory arrangements to contribute to regional infrastructure. In addition, the Department considers that potential environmental impacts of the project can be adequately mitigated and/or managed to ensure an acceptable level of performance and has recommended a range of conditions to ensure this occurs.

In summary, the Department considers that the site is suitable for development, and that the project offers significant economic benefits for the region, attracting up to \$194 million of capital investment and creating 1,200 jobs once operational.

Consequently, the Department considers that the Oakdale Central Concept Plan and DHL Logistics Hub project is in the public interest and should be approved subject to conditions.

1. PROPOSAL

1.1 Project Description

Goodman International Limited (Goodman) proposes to establish an employment park, known as Oakdale Central, on 61 hectares of land at Horsley Park (see Figure 12). Goodman is seeking:

- concept plan approval for the Oakdale Central employment park for warehousing, distribution and light industrial purposes, including associated infrastructure; and
- project approval for a DHL Logistics Hub including:
 - subdivision of the site;
 - upgrade of Old Wallgrove Road;
 - bulk earthworks across Oakdale Central;
 - provision of infrastructure and services for Oakdale Central; and
 - construction of two warehouses and associated infrastructure.

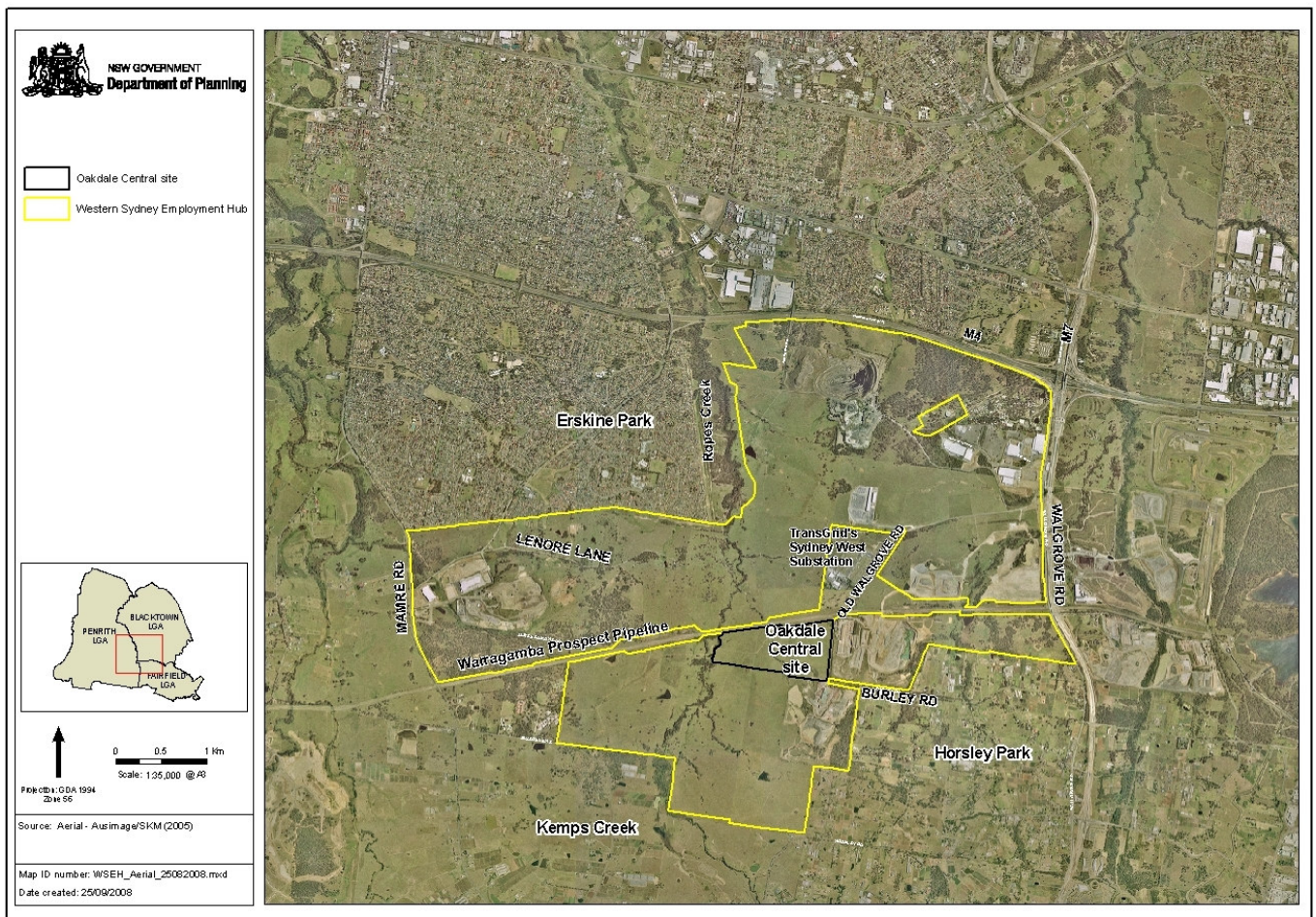


Figure 1: Regional Context

The major components of the project are summarised in Table 1 and Table 2, and depicted in Figures 2 and 3. The project is described in full in Goodman's Environmental Assessment (EA), which is attached as Appendix F, and the Response to Submissions (Appendix E).

Table 1: Major components of the Oakdale Central Concept Plan

Aspect	Description
Project Summary	Establishment of a regional distribution park of warehouses, distribution centres and freight logistics facilities on 61 hectares of land adjacent to the Sydney Water Pipeline, and the provision of associated infrastructure.
Subdivision	Subdivision of the site to create: <ul style="list-style-type: none"> • 40 hectares of developable area for industrial/employment purposes; • 1.0 hectares for services; • 7.4 hectares of recreation/open space; • 4.6 hectares for environmental conservation; and • 8.6 hectares for road corridors.
Industrial Developments	Construction of 7 industrial buildings with a combined gross floor area of ~150,000m ² , and associated infrastructure.
Road Upgrades and Internal Roads	Upgrade of Old Wallgrove Road between Roberts Road and the site to provide a 7m wide road.
Infrastructure	Provision of an on-site sewerage system, and a rainwater harvesting infrastructure. All other infrastructure (potable water, electricity, gas and telecommunications) would be provided through the augmentation and/or extension of existing services.
Capital Investment	\$194 million
Employment	1,200 once fully operational
Hours of Operation	24 hours a day, 7 days a week.

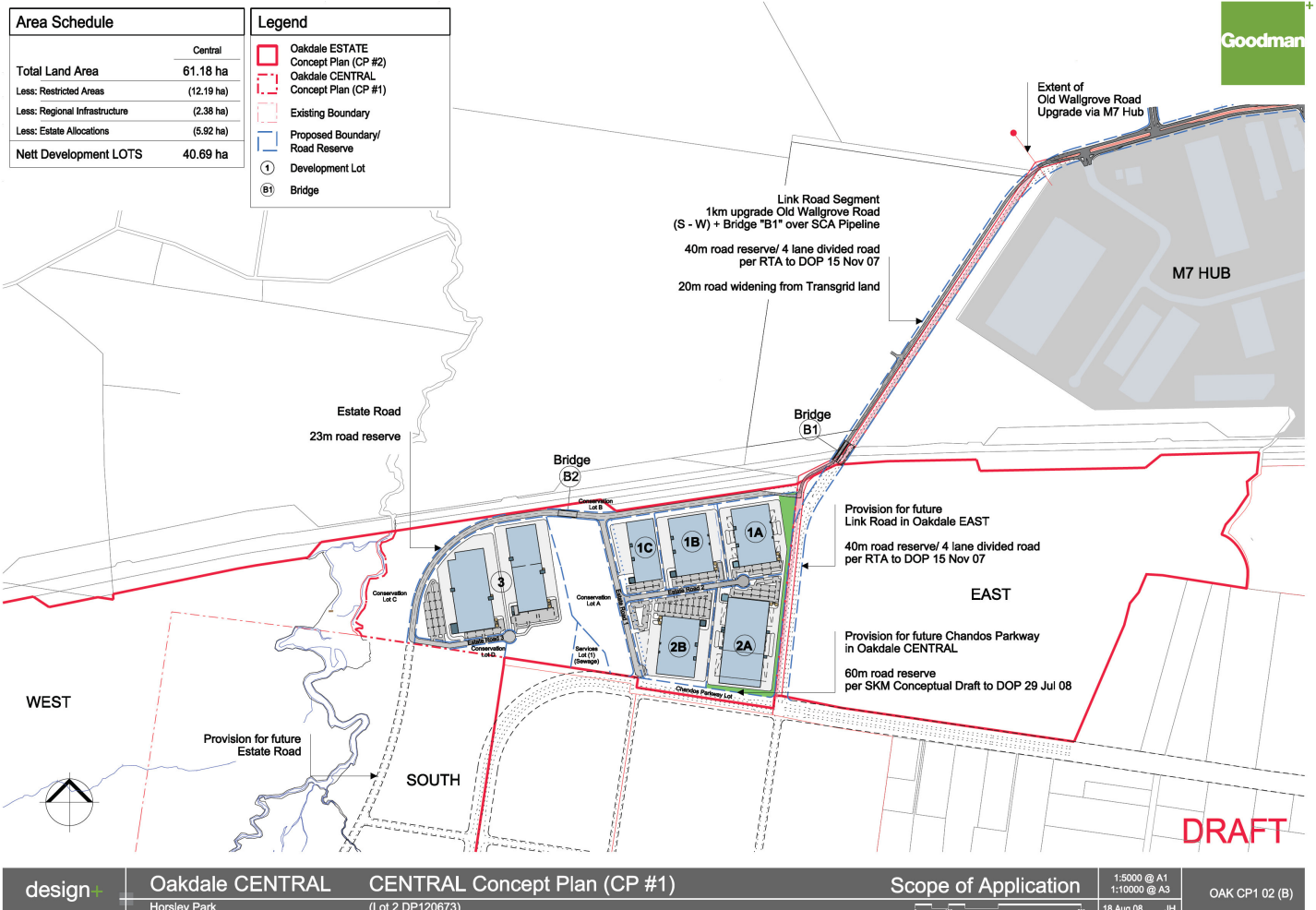


Figure 2: Oakdale Central Site Plan

Table 2: Major components of the DHL Logistics Hub Project

Aspect	Description
Project Summary	Construction and operation of a DHL Logistics Hub consisting of two warehouses and associated infrastructure on 11 hectare lot.
<i>Subdivision</i>	Subdivision of the site to create: <ul style="list-style-type: none"> • 6 industrial lots; • 1 services lot (1 ha); • 4 environmental/recreational lots (total area ~12 ha); • 5 road corridors.
<i>Bulk Earthworks</i>	Earthworks include the removal of an earthen bund around the eastern and southern boundaries of the site, with a balance cut and fill to achieve the required levels for building pads, roads and the service lot.
<i>Industrial Buildings</i>	Construction and operation of two warehouse and distribution buildings for DHL Logistics, including: <ul style="list-style-type: none"> • Building 1A with a gross floor area of ~20,000m² and an office area ~620m²; and • Building 2A with a gross floor area of ~32,530m² and an office area of ~1,180m². <p>Buildings would be set back ~20m from Old Wallgrove Road and the proposed Chandos Parkway.</p>
<i>Internal Roads and Parking</i>	Provision of 4 Estate Roads to service the site.
<i>Infrastructure</i>	Provision of an on-site sewerage system, and rainwater harvesting infrastructure. All other infrastructure (potable water, electricity, gas and telecommunications) would be provided through the augmentation and/or extension of existing services.
<i>Road Upgrades</i>	Goodman proposes to upgrade a section of Old Wallgrove Road between the site and Roberts Road. The upgrades would include localised widening, provision of a passing bay and installation of signage.
<i>Capital Investment</i>	\$89 million
<i>Employment</i>	300 during construction and 400 during operation
<i>Hours of Operation</i>	24 hours a day, 7 days a week.

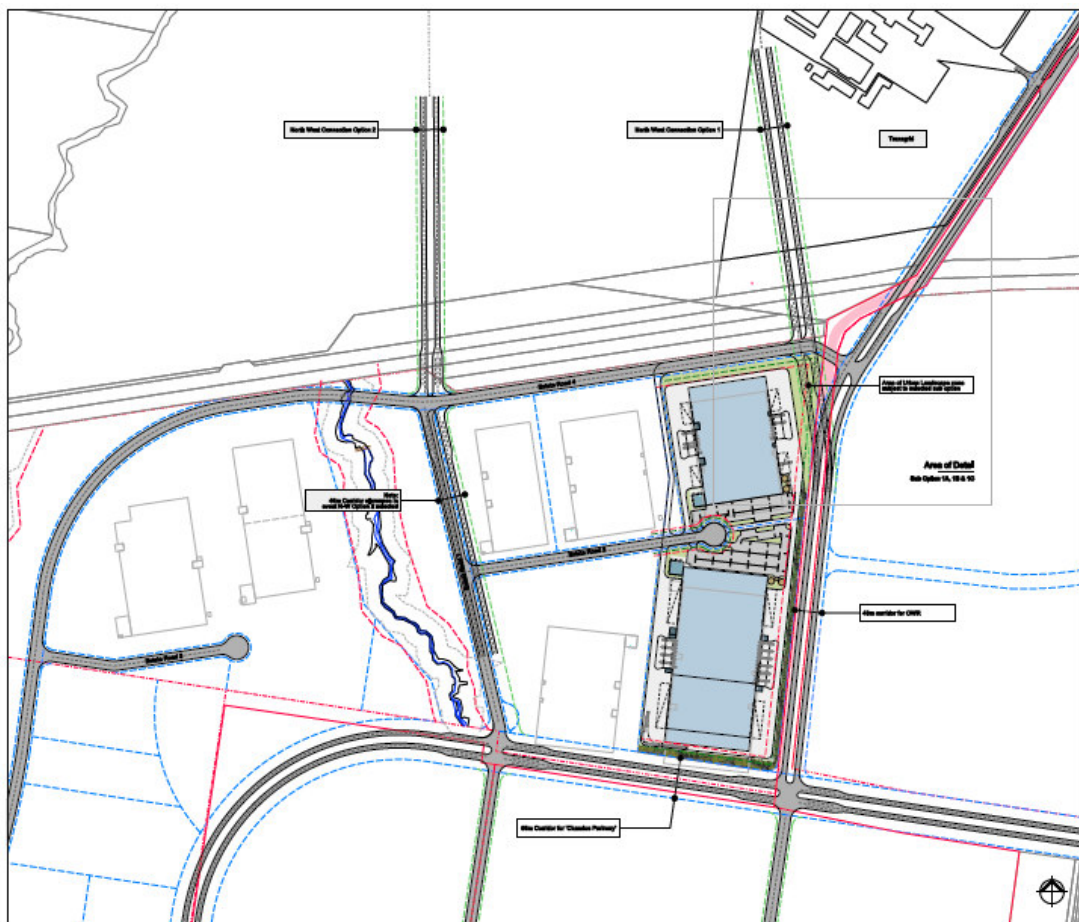


Figure 3: DHL Logistics Hub Site Plan

1.2 Project Setting

The Oakdale Central site is essentially a greenfield site. The site has been predominantly cleared and has been used for grazing, with a portion of the site used as a clay quarry. However, quarrying operations have now ceased. The surrounding areas are primarily rural in nature, however, the area to the north is becoming more industrial.

Land uses in the surrounding area include:

- rural (grazing, market gardens etc) and rural residential to the south-east, south and west;
- residential areas to the north;
- extractive industries (brickworks operated by Austral Bricks and CSR Pty Ltd) to the east and south; and
- industrial zones at Eastern Creek to the north and Erskine Park to the north-west.

The closest residential area is approximately 0.5km to the south-east at Burley Road, Horsley Park. Other nearby residential areas include the Horsley Park rural residential area, (~1km to the south) Erskine Park residential area (~1.3km to the north-west), and Kemps Creek rural residential area (~1.3 km to the south-west). A school and retirement village is also located approximately 1.8km to the west.

The site is located in close proximity to key transport corridors including the Westlink M7 and the M4 Motorway. Other key infrastructure in the area includes:

- Warragamba-Prospect Pipelines No 1 & 2 located immediately to the north of the project site. These pipelines are critical public infrastructure for Sydney's water supply; and
- TransGrid's Sydney West Substation, located to the north-east of the site, which provides electricity to the majority of western Sydney and parts of the Sydney basin area.

2. STATUTORY CONTEXT

2.1 Major Project

The proposal is classified as a major project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), because it is development for the purpose of distribution centres with a capital investment value of more than \$30 million. Consequently, the Minister for Planning is the approval authority for the project.

2.2 Permissibility

Under the *Fairfield Local Environmental Plan 1994* (Fairfield LEP) the proposal is currently prohibited. However, the proposal is located in the WSEH which is earmarked in the Metropolitan Strategy to become the biggest employment area in western Sydney.

Earlier this year, the Department exhibited the draft *State Environmental Planning Policy (Western Sydney Employment Lands)*. If made, this SEPP would rezone the land outlined in yellow in Figure 1, and make the proposal permissible with consent on the site.

Under Section 80 of the *Environmental Planning & Assessment Regulation 2000* (EP&A Regulation), the Minister may approve a Part 3A project that is prohibited provided it is not located in an environmentally sensitive area of State significance, and is the subject of an authorised concept plan.

On 25 March 2008, the former Minister agreed that the Oakdale Central project was not located in an environmentally sensitive area of State significance, and authorised the preparation of a concept plan for the project. Consequently, the Minister may determine both the concept plan and project application, despite the fact that the proposal is currently classified as prohibited development.

2.3 Exhibition and Notification

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

After accepting the EA for the project, the Department:

- made it publicly available from 14 May 2008 until 16 June 2008:
 - on the Department's website, and
 - at the Department's Information Centre, Fairfield City Council's offices at Fairfield and Wakeley, the Wetherill Park Library and the Nature Conservation Council;
- notified landowners in the vicinity of the site about the exhibition period by letter;
- notified relevant State government authorities, Fairfield City Council, Blacktown City Council and Penrith City Council by letter; and
- advertised the exhibition in the Fairfield City Champion, Blacktown Advocate, Penrith Press and Sydney Morning Herald.

This satisfies the requirements in Section 75H(3) of the EP&A Act.

During the assessment process the Department also made a number of documents available for download on the Department's website. These documents included the:

- project application;
- Director-General's environmental assessment requirements;
- EA; and
- Goodman's responses to issues raised in submissions.

2.4 Environmental Planning Instruments

Under Section 75I of the EP&A Act, the Director-General's report is to include a copy of or reference to the provisions of any:

- *State Environmental Planning Policy (SEPP)* that substantially govern the carrying out of the project; and
- environmental planning instrument that would (but for Part 3A) substantially govern the carrying out of the project and that have been taken into consideration in the environmental assessment of the project.

The Department has considered the project against the relevant provisions of several environmental planning instruments (including Infrastructure SEPP, draft Western Sydney Employment Hub SEPP, SEPPs 55, 64 and 66, the Sydney Regional Environmental Plan No 20 – Hawkesbury-Nepean River; and the *Fairfield Local Environmental Plan 1994*). The Department is satisfied that, subject to the implementation of the recommended conditions of approval, the proposal is generally consistent with the aims and objectives of these instruments (see Appendix C).

2.5 Objects of the Environmental Planning and Assessment Act 1979

The Minister is required to consider the objects of the EP&A Act when he makes decisions under the Act. These objects are detailed in Section 4 of the Act, and include:

'The objects of this Act are:

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

The objects of most relevance to the Minister's decision on whether or not to approve this project are those under Section 5(a)(i), (ii), (iii), (vi) and (vii).

With respect to ecologically sustainable development (ESD), the EP&A Act adopts the definition in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD 'requires the effective integration of economic and environmental considerations in decision-making processes' and that ESD 'can be achieved through' the implementation of the principles and programs including the precautionary principle, the principle of inter-generational equity, the principle of conservation of biological diversity and ecological integrity, and the principle of improved valuation, pricing and incentive mechanisms. In applying the precautionary principle, public decisions should be guided by careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment and an assessment of the risk-weighted consequences of various options.

The Department has fully considered the objects of the EP&A Act, including the encouragement of ESD, in its assessment of the project application.

2.6 Statement of Compliance

Under Section 75I of the EP&A Act, the Director-General's report is required to include a statement relating to compliance with the environmental assessment requirements with respect to the project.

The Department is satisfied that the environmental assessment requirements have been complied with.

3. ISSUES RAISED IN SUBMISSIONS

During the exhibition period, the Department received a total of 13 submissions on the project, including:

- 10 submissions from public authorities; and
- 3 submissions from the general public.

A summary of the issues raised in submission is provided below. A full copy of these submissions is attached in Appendix E.

3.1 Public Authorities

The majority of the public authorities did not oppose the proposal, with the exception of Blacktown City Council. Issues raised in submissions from the public authorities are summarised below.

Sydney Regional Development Advisory Committee (SRDAC) did not object to the proposal and provided recommendations relating to: regional road infrastructure; the design of estate roads, intersection layouts and car parks; as well as the proposed upgrades of Old Wallgrove Road and the Old Wallgrove Road/Wallgrove road intersection.

Sydney Catchment Authority (SCA) raised concerns about the impact of the proposal on the integrity, management and security of the Warragamba-Prospect Pipelines.

Sydney Water provided advice on the provision of water and wastewater services to the site and the requirements for these services.

The **Department of Environment and Climate Change (DECC)** and **Integral Energy** raised no concerns with the project.

The **Department of Water and Energy (DWE)** raised concerns regarding:

- the location of infrastructure (detention basins, utility services, recreational facilities and asset protection zones) in riparian areas;
- the removal of category 3 streams and provision of vegetation corridors to offset impacts; and
- potential impacts on groundwater and groundwater dependent ecosystems from changes to saline groundwater flows.

The **Department of Primary Industries** (DPI) did not object to the proposal provided that:

- commitments in relation to erosion and sediment control, waster sensitive urban design, and flora and fauna are implemented; and
- impacts on surrounding agricultural land is assessed; and
- consideration is given to allowing high technology intensive agriculture development within Oakdale Central.

TransGrid has did not object to the proposal provided that appropriate development controls are attached to any approval granted to ensure future infrastructure upgrades can be accommodated in the area, that existing access and security of infrastructure is not compromised and the safety of land/developments adjoining the TransGrid facility is maintained.

Fairfield City Council (Council) raised concerns relating to:

- adequacy of landscaping along frontage to Old Wallgrove Road;
- a lack of consideration of measures to minimise energy consumption, and consideration of using roof space for solar energy;
- Section 94 contributions;
- appropriateness of the trip generation and car parking rates;
- road design and intersection upgrades;
- provision of heavy vehicle parking and rest areas, as well as public transport facilities (bus stops, and
- soil and water management.

Blacktown City Council does not support the proposal until issues on traffic and drainage impacts on the Blacktown LGA are addressed, and in particularly the Department's lack of commitment to road requirements for areas south of the Warragamba-Prospect Pipeline. Identified drainage impacts predominantly relate to impacts on Ropes and Reedy Creeks. Blacktown City Council also questions Goodman's credentials for delivering on its commitments, as Goodman has still not carried out the road upgrades to Old Wallgrove that were required under previous Ministerial consents.

3.2 Community

Three submissions were received from surrounding land owners. None of the submissions objected to the proposal but raised concerns relating to infrastructure requirements for the Area 8 precinct (roads, water and electricity), stormwater impacts on adjoining land and public transport requirements.

3.3 Response to Submissions

Goodman has provided responses to the issues raised in submissions (see Appendix E), as well as a revised Statement of Commitments for the project. These have been made publicly available on the Department's website.

The Department has considered the issues raised in submissions, and Goodman's responses to these issues, in its assessment of the project.

4. ASSESSMENT

4.1 Strategic Planning

As previously discussed, the development of Oakdale Central is currently prohibited under the local environmental planning instrument. To establish the suitability of the development of the site for industrial/employment generating purposes, a review of the concept plan and project application against relevant strategic planning instruments has been undertaken. Firstly, a review of proposal against the strategic objectives and secondly, a review against the various development standards is provided.

Strategic Objectives

The key strategic planning instruments governing the area include:

- State Plan;

- Metropolitan Strategy; and
- Draft State Environmental Planning Policy (Western Sydney Employment Hub) 2008.

State Plan

The State Plan provides priorities for Government action for the state of NSW. In relation to the western Sydney region, the State Plan seeks to improve access to employment lands, simplify planning processes and enhance transport infrastructure particularly around employment lands. The western Sydney region is a major contributor to the economic output of NSW and the provision of jobs closer to home for the people of western Sydney is seen as a key objective for the area.

The State Plan sets out clear priorities for Government action, covering areas such as crime, community services, economic growth and the environment. The Department has assessed the proposal against these priorities and considers that the project would meet the following priorities:

- *P1 Increased business investment.* The development would generate \$194 million in investment;
- *P2 Maintain and invest in infrastructure.* To facilitate the development of Oakdale Central, Goodman would construct all infrastructure required to service the facility, would upgrade local roads and would provide monetary contributions towards regional infrastructure; and
- *E1 A Secure and sustainable water supply for all users.* Goodman propose to install the infrastructure required for the harvesting of rainwater and has committed to participating in the regional rainwater harvesting scheme for the WSEH (collection of roof water that would be transferred to Prospect Reservoir for drinking purposes), should the scheme proceed;
- *E3 Better environmental outcomes for native vegetation, biodiversity, land, rivers and coastal waterways.* Goodman propose to protect and enhance riparian vegetation adjacent to Ropes Creek and its tributary (see Section 4.5); and
- *E5 Jobs closer to home.* The Oakdale Central site is located in close proximity to residential areas in Erskine Park, Horsley Park, and Blacktown, as well as the Blacktown and Penrith City Centres.

The Department is satisfied that the proposal is consistent with the objectives of the State Plan.

Metropolitan Strategy

The Metropolitan Strategy presents a plan for development in the Sydney region over the next 25 years to meet the demands of a projected population growth of 1.1 million. The strategy sets out key aims for employment, housing, infrastructure and service provision. One of the objectives of the strategy is to protect and enhance the Western Sydney Employment Hub (see Figure 4).

The broad aims of the strategy are to be implemented through ten sub-regional plans, such as the draft West Central Sub-Regional Strategy which covers the Oakdale site. In relation to economic and employment growth, the draft West Central Sub-Regional Strategy seeks to plan for an additional 61,000 jobs and protect and enhance strategic employment land. Appropriate development of the WSEH, some 2,450 hectares of employment land, is seen as critical to achieving the projected growth in jobs and economic development in this region, with approximately 36,000 additional jobs expected from this area.

The concept plan is expected to provide 1200 jobs when fully developed and the DHL Logistics Hub would provide a total of 400 jobs. The provision of high employment generating development is consistent with the objectives for the area and represents an appropriate use of strategically located employment land. The proposal would assist in achieving employment targets identified in the Metropolitan Strategy and draft West Central Sub-Regional Strategy. Further, the proposal incorporates adequate contributions for development of infrastructure and services which is a key strategic objective for the area.

The objectives of the Metropolitan Strategy and North-West Sub-Regional Strategy are further reflected in State Environmental Planning Policies, as discussed below.

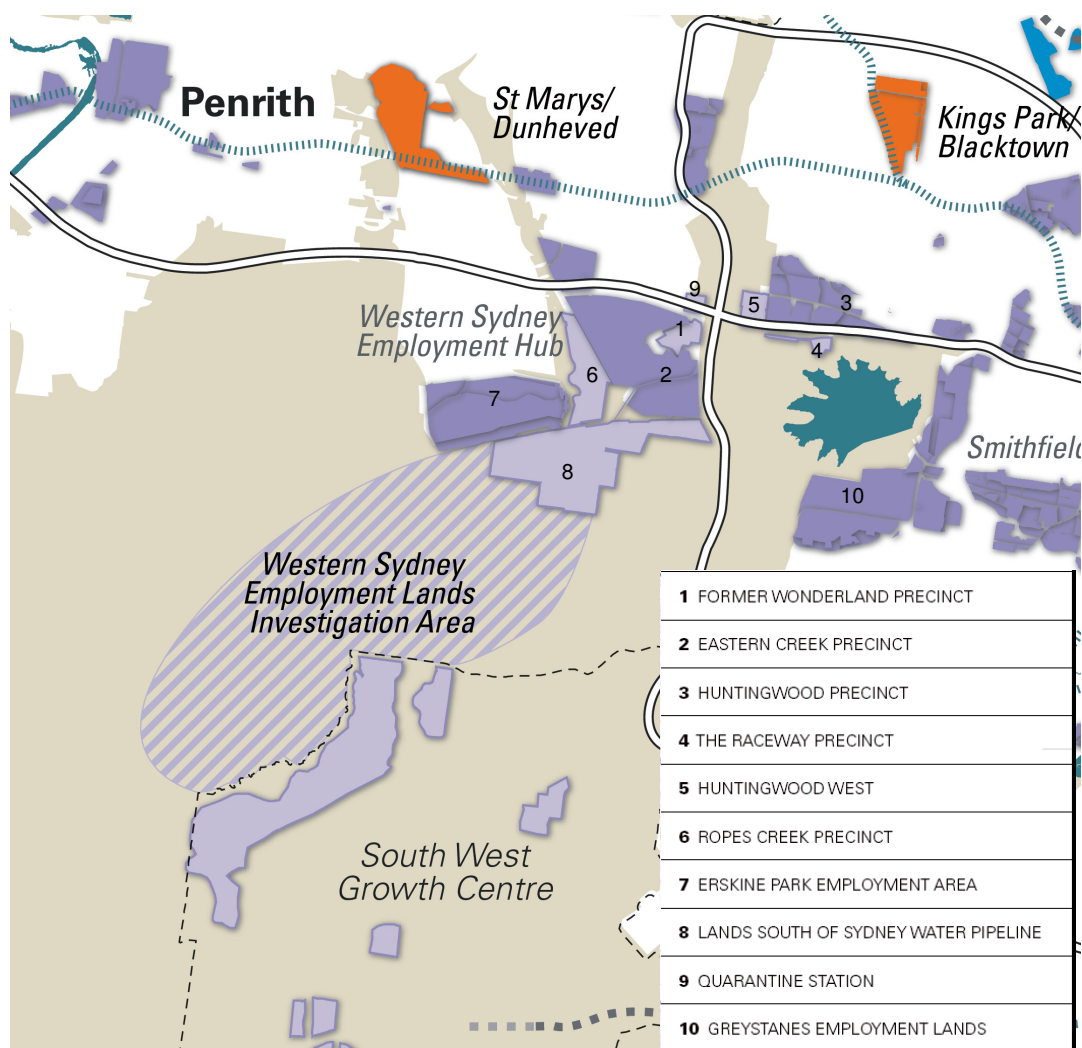


Figure 4: Western Sydney Employment Lands

Draft SEPP (Western Sydney Employment Hub) 2008 (draft SEPP (WSEH))

The draft SEPP was exhibited in March 2008 and covers the area of central western Sydney centred on the intersection of the M7 and M4 motorways, identifying ten precinct areas including South of Sydney Water Pipeline (see Figure 1). The primary objectives of the draft SEPP (WSEH) are to protect and enhance land for employment purposes and provide for coordinated development of the WSEH.

The development of a number of precincts (1, 2, and 7 and 10) within the WSEH is well advanced. The Minister has approved a number of developments within areas 2 (Eastern Creek) and 7 (Erskine Park) including warehousing and distribution centres, manufacturing facilities and quarries. In addition a concept plan application for the Huntingwood West site (Area 5) has been lodged with the Department (see Figure 4). As such the development of Area 8 – Lands South of the Sydney Water Pipeline is now being considered by developers to meet market demand for industrial/employment sites. It is noted that Area 6 is presently constrained due to a lack of access.

The concept plan and project application are located within Area 8, and the Department is satisfied that the proposal is consistent with the objectives of the draft SEPP as it would promote development of the land for high employment generating uses and assist in coordinated development of the area through proposed infrastructure contributions.

It is noted that the strategic planning for infrastructure requirements for the WSEH is currently being considered by the Department including:

- a concept plan for the road network to service the WSEH, “The Link Road”, that is under assessment by the Department; and

- an assessment of the regional infrastructure required to service the WSEH together with the broader Western Sydney Employment Lands Investigation Area is being undertaken by the Department¹.

The proposal has been designed in a manner to ensure that the regional road network can be accommodated. This discussed in more detail in Section 4.3.

In summary, the Department is satisfied that the proposal is consistent with the objectives of the State and regional planning strategies and that suitable justification for the proposal has been provided.

Development Standards

A range of development standards are set out in strategic and local planning documents that applies to the area South of Sydney Water Pipeline. To ensure that Oakdale Central is developed in an appropriate manner, the Department has reviewed the concept plan and DHL Logistics Hub against relevant development standards, including those prescribed in the draft SEPP (WSEH) as Principal Development Standards, and in the absence of a Precinct Plan for the area, the Fairfield City Wide Development Control Plan (DCP) 2006 (Version 4 dated 11 April 2007).

Draft SEPP (WSEH) 2008

The principal development standards in the draft SEPP relate to design, sustainability, building heights (in relation to visual impacts), rainwater harvesting, development adjacent residential areas, subdivision and utility infrastructure.

Generally, the concept plan and project application comply with the principal development standards. However, in relation to sustainability, this standard has only been addressed at a superficial level. The key standards identified in relation to sustainability include reduced water consumption and reduced greenhouse gas emissions.

The proposal adequately addresses the objectives of reduced water consumption through a commitment to rainwater harvesting and grey water recycling. The assessment notes that for the broader Oakdale Estate Concept Plan, a reduction in potable water consumption of 70% is anticipated. The reductions achieved by the Oakdale Central and DHL Logistics Hub proposal have not been quantified, but are likely to be similar. The Department considers that the proposal has adequately addressed this development standard.

However, reduced greenhouse gas emissions have not been addressed. The concept plan includes a commitment to consider energy efficiency and resource use for future project and development applications; however no targets or objectives have been established for minimising emissions. The Oakdale Estate Masterplan identifies opportunities for tri-generation energy plants and potential 'slither' PV panels. In addition it discusses the option of allowing third parties to access warehouse roofs for solar power generation. These options should be further explored for the concept plan. Therefore, the Department recommends that a detailed energy assessment be prepared for future project and development applications within Oakdale Central.

The DHL Logistics Hub project does not include any commitment to consider or reduce greenhouse gas emissions. The project application provides an outline of design measures identified to minimise the energy requirements of the building, however, no detail of energy consumption levels, predicted energy savings and/or alternate energy sources has been provided. Therefore, the Department recommends that an Energy Management Plan be implemented for the project to address these shortcomings. Fairfield Council also raised energy and greenhouse gas as an issue in its submission. In the response to submissions, Goodman provided support for Council's ideas in relation to providing roof access for solar provision including access for third party generators. Further investigation of this option should be undertaken and reported in the Energy Management Plan. The Department considers that these measures would more adequately address the development standard relating to

¹ In March 2007, the Minister announced that a further 7,335 ha of land would be investigated as potential employment lands. This area, the Western Sydney Employment Land Investigation Area (WSELIA), is located between the WSEH and the northern edge of the South West Growth Centre and is currently being investigated by the Department of Planning (see Figure 4).

reduced greenhouse gas emissions. It is important to note that the Department acknowledges that transport related emissions would be considerably more difficult to minimise, hence the focus on minimising emissions associated with energy consumption.

Fairfield City Wide Development Control Plan (DCP) 2006

In the absence of a Precinct Plan for the area, the Fairfield DCP provides the relevant local development controls.

Development controls for industrial properties include detailed requirements for site dimensions, setback, parking, loading facilities, vehicle access and manoeuvring, advertising signs, streetscape and amenity.

In general, the concept plan and project application comply with the development controls, with the exception of carparking. However, adequate justification has been provided in the EA for the proposed parking provision, which exceeds the parking requirements of the RTA's *Guide to Traffic Generating Developments 2002*.

Fairfield Council commented on compliance with the development controls in its submission. Council noted that landscaping on the Old Wallgrove Road frontage is considered too narrow and requested that the design be revised to reduce the stepping near to the road. However, the Department considers that the proposed landscaping and retaining wall construction complies with the DCP requirements and represents an adequate landscaping solution, based on the topography of the site. Further assessment is provided in Section 4.6.

Oakdale Central Concept Plan Controls

In addition to the development controls detailed above, the concept plan outlines a set of development controls to guide future project and development applications. The key control relates to site coverage. The concept plan includes maximum site coverage of 65% and notes that the DHL Logistics Hub project complies with this control. There are currently no site coverage controls in the draft SEPP or Fairfield DCP, therefore a comparison with other recently approved developments in the area has been considered.

Penrith City Council's development standard for site coverage in the Erskine Park Employment Area is 50%. This area is located immediately to the north-west of the Oakdale site.

In the M7 Employment Hub, located immediately to the north-east of the Oakdale site, site coverage of the approved Coles National Distribution Centre was 65%.

In comparison with the Erskine Park Employment Area at 50% and development in the M7 Employment Hub at 65%, the level of development for the concept plan and project application is at the higher end of the range. However, the proposed site coverage of 65% is considered acceptable. It is recommended that site coverage is restricted to a maximum of 65% and consideration of any changes or amendment to development on the site must be consistent with this restriction.

In summary, the concept plan and project application are consistent with the strategic planning objectives for the area and comply with the majority of development standards applying to the site. The key development standard not adequately addressed relates to reduced greenhouse gas emissions.

Therefore, the Department recommends that a detailed energy assessment be prepared for future project and development applications within Oakdale Central. The energy assessment is required to consider solar energy generation, third party access to warehouse roofs for solar generation and tri-generation energy plants. For the DHL project application, the Department recommends that an Energy Management Plan be prepared during the detailed design phase of the project. The plan shall detail energy consumption levels, predicted energy savings and options for alternate energy sources. The plan shall specifically address the option of providing solar power generation on warehouse roofs and options for access by third parties.

4.2 Transport

Oakdale Central is expected to generate up to 600 vehicles trip per hour or 14,400 vehicle trips per day, while the DHL Logistics Hub is expected to generate 164 vehicle trips per hour or 3,900 vehicle trips per day.

The Department believes this traffic generation raises two important issues.

Firstly, if the proposal is allowed to proceed, would it compromise the development of the regional transport network that is generally emerging from the current strategic planning work. Secondly, given that this network is unlikely to be in place for several years, can the existing road network, safely and efficiently accommodate the traffic generated by the project.

Strategic Transport Planning

Although the specific layout of the regional road network for the broader WSEH is still being worked out, the general parameters of this network are generally known.

It is essentially going to be comprised of a basic grid system (see Figure 5) with several major north-south corridors (M7, Archbold Road, and Mamre Road), and several major east-west corridors (M4, Lenore Lane/Link Road/Old Wallgrove Road and the newly proposed Chandos Parkway).

In terms of the north-south corridors, both the M7 and Mamre Road are already in place. The only question is where the southern extension of Archbold Road would be located. At this stage, there is a range of options for this extension. However, Goodman has designed the Oakdale Central concept plan with this in mind, and made provision for three possible extensions: one to the west of the buildings adjoining Ropes Creek; another adjacent to the tributary of Ropes creek which bisects the site; and the final option along the current alignment of Old Wallgrove Road to the east of the site.

The Department is satisfied that the Archbold Road extension could use any one of these three potential alignments.

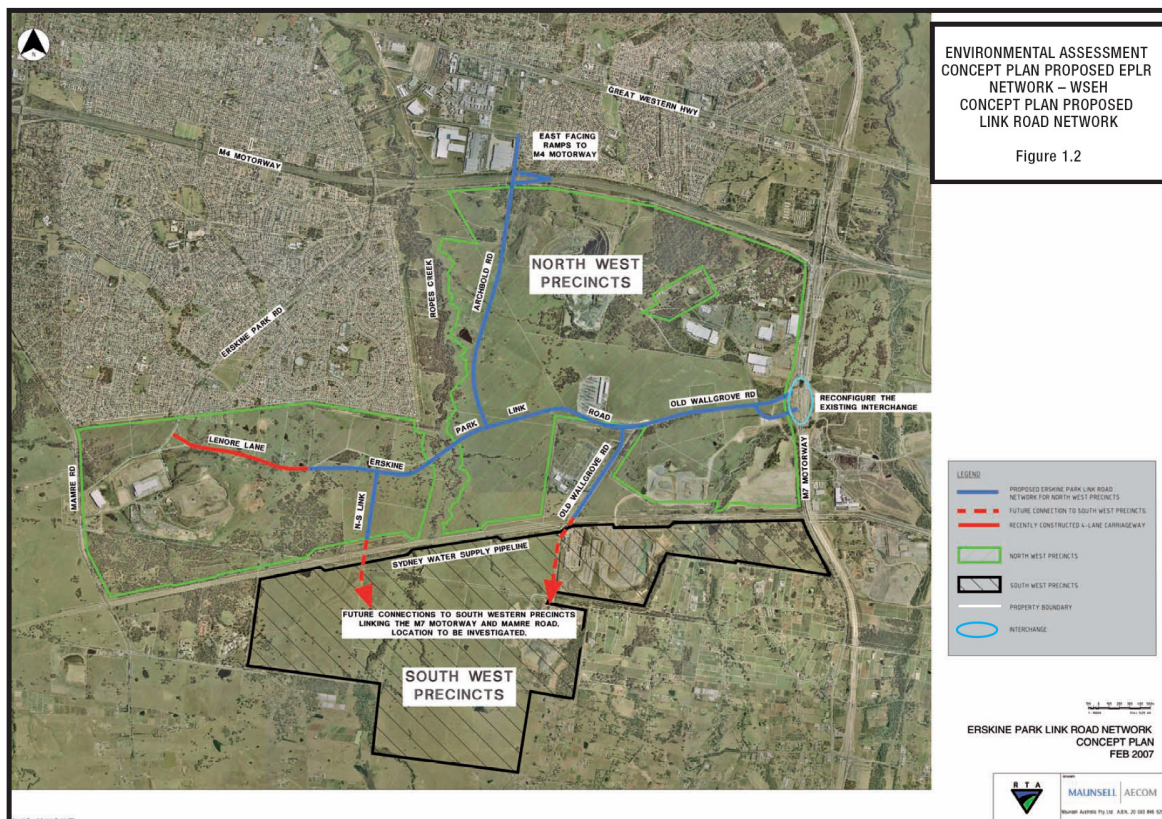


Figure 5: Conceptual Layout of the Link Road

In terms of the east-west corridors, the Oakdale Central proposal would have direct access to the proposed Chandos Parkway, and the proposed site layout has been designed to incorporate Goodman's share of the 60 metres easement that is likely to be required for this parkway.

Consequently, the Department is satisfied that the development of Oakdale Central would not comprise the development of the regional road network for the WSEH, which is generally emerging from the current strategic planning work.

Capacity of Existing Road Network

While the regional road network is being developed, Goodman proposes to access the site via Old Wallgrove Road, a two lane road with a width of approximately 7m.

Under previous approvals granted by the Minister for industrial development in the Eastern Creek Precinct (Area 2), Goodman is required to upgrade Old Wallgrove Road between the Old Wallgrove Road/Wallgrove Road intersection and Roberts Road (as shown in Figure 6) by providing an additional two lanes.

Although Goodman has been asking Blacktown Council to approve this upgrade under the *Roads Act* for some time now, until recently Council has indicated that it would not approve the upgrade while the strategic planning framework for the area, and in particular the development of the Link Road, remains unresolved.

However, on 8 November 2008, Council agreed to work with both Goodman and the Department to ensure the upgrade is completed as quickly as possible.

With these upgrades in place along with some other minor upgrades, Goodman believes Old Wallgrove Road will have sufficient capacity to accommodate the predicted traffic of the Oakdale Central project, at least in the short to medium term before the regional roads are built to support the expansion of the Western Sydney Employment Hub. The minor upgrades include:

- local widening between Roberts Road and the site to achieve a 7m road width;
- local widening at bends to accommodate B-doubles;
- provision of a passing bay for southbound traffic; and
- installation of 60km/h signposting for southbound traffic.

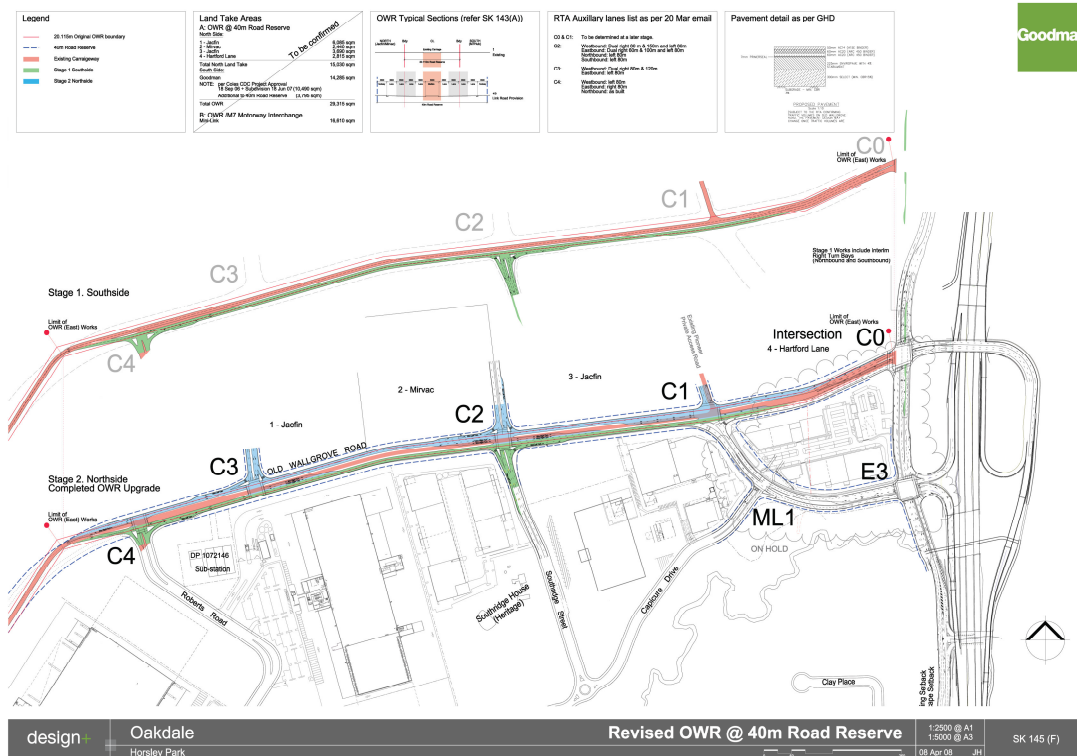


Figure 6: Conceptual design of upgrades to Old Wallgrove Road

The Department agrees with this conclusion, particularly because Old Wallgrove Road currently only services a small portion of the WSEH, primarily due to the delay in developing the Link Road. It also believes that this is likely to remain the case for at least the next three to five years while both the Link Road and Chandos Parkway are being developed.

Nevertheless, it believes Goodman should not be allowed to operate any facilities in Oakdale Central until Old Wallgrove Road has been upgraded to a suitable standard; or, to put it another way, before it has:

- upgraded Old Wallgrove Road to a 4 lane road, as detailed in Figure 5; and
- implemented the upgrades required for Oakdale Central (see above).

With these upgrades in place, the Department is satisfied that the existing road network can accommodate the traffic generated by Oakdale Central both safely and efficiently.

Parking

A total of 392 parking spaces would be provided for the two DHL warehouses. The number of parking spaces is less than that required under the Fairfield DCP (683 spaces), but greater than that required by RTA (182 spaces). Goodman has indicated that 400 people would be employed during operation of the DHL Logistics Hub, and the Department considers that the proposed number of parking spaces has been sufficiently justified. The Department also considers that sufficient area is provided on site for truck queuing and parking.

Nonetheless, the Department has recommended conditions of approval requiring Goodman to design the parking area in accordance with Australian Standards and that would restrict vehicles from parking or queuing on public roads.

The access and parking arrangements for subsequent stages of the concept plan are unknown at this stage. As such, the Department's recommended conditions require Goodman to provide detailed plans for access and parking with future development/project applications within Oakdale Central.

4.3 Infrastructure Requirements and Contributions

Limited infrastructure is currently present on site to service the Oakdale Central and DHL Logistic Hub projects. Table 3 summarises infrastructure requirements for the project.

Table 3: Infrastructure requirements to service the project

Infrastructure Requirements	Comments
External Roads	Minor upgrades to Old Wallgrove Road as described in Section 4.2.
Internal	Goodman would construct all internal roads, with estate roads to have a reservation width of 20.5m.
Pedestrian and Cycle Paths and Public Transport	Goodman proposes to provide shared pedestrian and cycleways on one side of all internal roads, and bicycle facilities for all developments within Oakdale Central. The Oakdale Central Concept Plan also includes provision for bus stops. However, the Department considers that the location of bus stops is dependent on finalisation of the strategic road planning, and as such, Goodman should not be required to provide bus stops until the strategic planning of the WSEH and WSELIA is complete.
Potable Water	<p>Sydney Water has advised that the site can be supplied with water from the Minchinbury water reservoir zone, subject to the augmentation and amplification of the system. These works are expected to be completed by mid 2009.</p> <p>Sydney Water requires Goodman to submit a detailed water supply proposal as part of its application for a S73 Compliance Certificate. This requirement has been incorporated into the recommended conditions of approval.</p> <p>SCA raised concerns about the impact of the proposal, and in particular the location of internal roads and the proposed road upgrades, on the integrity, management and security of the Warragamba-Prospect Pipelines. The Department has recommended conditions of approval requiring Goodman to design internal roads and the road upgrades in consultation with SCA to ensure any potential impacts are minimised and managed.</p>

Infrastructure Requirements	Comments
Sewage	<p>The site is not serviced by sewerage infrastructure, and no upgrades of existing systems are proposed for the area. As such Goodman proposes that initially the two warehouse buildings associated with the DHL Logistics Hub project would be serviced by individual treatment systems.</p> <p>As the Oakdale Central concept plan is developed, these individual systems would be connected to a sewage treatment plant and management system that would service the entire site. The sewage management system would be owned and operated by Goodman.</p> <p>If not appropriately designed and managed, the privately owned and operated sewerage system could become a liability for the NSW Government. Therefore, the Department recommends that the system is designed in accordance with Sydney Water's and Fairfield City Council's requirements. In addition, the Department has recommended design and management requirements that must be addressed as part of any future development/project application for the centralised sewage management system for the remainder of the Oakdale Central project. These requirements have been incorporated into the recommended conditions of approval.</p>
Stormwater	<p>Stormwater from two warehouse buildings associated with the DHL Logistics Hub project would be directed through vegetated swales to a bio-retention basin for treatment prior to be discharged into the tributary to Ropes Creek. Further details are provided in Section 4.4.</p>
Electricity, gas and telecommunications	<p>No upgrades to existing networks are required, with existing services to be augmented to service the site. However, TransGrid raised concerns about the potential for the project to impact on the expansion of its substation. There are no electricity easements on the Oakdale Central site, and the Department is satisfied that the development of Oakdale Central would have minimal impact on the expansion of the substation.</p>

The Department is satisfied that Goodman has made adequate provision for infrastructure to service the development of the site.

Contributions

Fairfield City Council considers that Goodman should be required to contribute \$510,000 towards local infrastructure in accordance with Section 94A of the EP&A Act, as proposal has the potential to utilise the local road network and that in the long term it is likely to have some responsibility for maintenance of roads within the project site. This figure is based on the development of the DHL Logistics Hub.

Goodman proposes to provide all infrastructure required for the development of Oakdale Central, including roads, drainage, and sewer. Additionally, all traffic would access the site from Old Wallgrove Road, which is located in the Blacktown local government area (LGA). As such, the Department considers that the proposal would have minimal impact on infrastructure within the Fairfield LGA, at least for the next few years; and that once the regional road network (particularly the Chandos Parkway) is in place, the proposal is unlikely to result in any significant demands on Fairfield City Council's infrastructure.

The proposal would also provide other community benefits such as the provision of recreational areas/facilities and the conservation and rehabilitation of riparian areas of Ropes Creek and its tributary. As such, the Department considers that Goodman should not be required to pay contributions in accordance with Section 94A of the EP&A Act for the DHL Logistics Hub.

However, the Department considers that Goodman should be required to contribute to the provision of regional infrastructure required for the WSEH. However, there is still considerable doubt about what Goodman should be required to pay because the detailed strategic planning of the area is still being completed.

To address this uncertainty, Goodman has agreed to:

- pay up to \$3.6 million for the provision of regional infrastructure for the DHL Logistics Hub project, which equates to \$300,000 per developable hectare; and
- pay contributions towards regional infrastructure with each subsequent development/project application for the Oakdale Central concept plan when the strategic planning for the area is

further advanced, and there is greater certainty about what developers should be paying for the provision of regional infrastructure.

The Department believes this approach is appropriate, particularly since the proposed contribution for the DHL Logistics Hub is likely to be higher than the contributions that will be required for the provision of regional infrastructure in the broader area.

The Department is satisfied that through the commitments made by Goodman and the recommended conditions of approval, that adequate provisions have been made for local and regional infrastructure.

4.4 Soils and Water

Soils

The site has the potential to be contaminated from previous land uses on site. As such, Goodman undertook an assessment of the level of contamination at the site. This assessment indicated that key pollutants (heavy metals, petroleum hydrocarbons, polycyclic aromatic hydrocarbons, organochlorine pesticides and herbicides) are below relevant criteria. Therefore, the Department is satisfied that the site is suitable for the proposed development.

Site investigations have identified that areas adjacent to the Ropes Creek tributary have a high salinity risk potential, while the remainder of the site has a low to moderate salinity risk. Excess salinity can affect buildings/infrastructure, soil integrity and growth of vegetation. To minimise impacts, Goodman proposes to assess salinity with future development/projects applications within Oakdale Central and to implement a Salinity Assessment and Management Plan for the DHL Logistics Hub to minimise and manage salinity risk.

The Department is satisfied that the measures proposed by Goodman would ensure that risks associated with salinity would be appropriately identified, minimised and managed.

Construction

Construction of buildings and associated infrastructure on site has the potential to impact on nearby watercourses, including Ropes Creek and its tributaries through erosion and sedimentation. To minimise any potential impacts, Goodman has prepared an erosion and sediment control plan and has committed to implementing this plan prior to the construction of the DHL warehouses.

The Department is satisfied that erosion and sedimentation control measures, including the construction of a sedimentation basin, diversion drains and the installation of silt fences, are appropriate. Although it is noted that the erosion and sediment control plan only identifies controls for the eastern portion of the site (i.e., the area between the tributary of Ropes Creek and Old Wallgrove Road).

As Goodman is seeking approval for bulk earthworks across the entire site and construction of infrastructure such as estate roads, the Department believes this plan should be revised within 3 months of any determination made by the Minister to include control measures for the entire site. Additionally, the Department recommends that Goodman be required to prepare an erosion and sediment control plan for future development/project applications associated with the Oakdale Central Concept Plan to ensure impacts on nearby watercourses are minimised during future construction activities. These requirements have been incorporated into the recommended conditions of approval.

Stormwater

The proposed stormwater management for the site consists of swales and bio-retention systems, to ensure post development flows from the site are reduced to pre-development flows for the 1 in 100 year average recurrence interval (ARI) and stormwater is treated to an appropriate level prior to discharge.

A conceptual design of the stormwater management systems has been provided for Oakdale Central, although further details have been provided for the DHL Logistics Hub. On-site detention will be provided for both DHL warehouses (250m³/ha with a permissible site discharge of 140L/s/ha), with stormwater then being directed to vegetated swales and a bio-retention basin before discharge to the Ropes Creek tributary. Goodman would also formalise a drainage channel to the south of the site to a vegetated swale to intercept stormwater from the CSR-PGH Brickworks.

It noted that the design of the stormwater management system has been based on the scenario that the regional rainwater harvesting scheme would not progress. Therefore, the design of the stormwater infrastructure is considered to represent a worst case, and should the regional rainwater harvesting scheme progress, stormwater generated from the site is likely to be considerably less than that predicted in the environmental assessment.

The construction of the DHL Logistics Hub would result in the removal of a sediment basin that is used to treat stormwater discharged from the Austral Bricks site to the east of Oakdale Central. It is proposed that stormwater from the Austral Bricks site would be directed through a vegetated swale located along the northern boundary of the site to the bio-retention basin. The vegetated swale has been designed to accommodate flows from the Austral Bricks site.

Council and the Department consider that stormwater management system for the DHL Logistics Hub is appropriate. However, Council raised concerns that the bio-retention basin would be located in an area with a high salinity risk and that no details are provided on the use of gross pollutant traps as a pre-filtering strategy. Blacktown City Council also considers the more frequent storm events should be considered in the detailed design of the stormwater management system (the system is currently designed based on the 1 in 100 year ARI).

Goodman has committed to preparing a stormwater management strategy for each application for Oakdale Central that involves development of new stormwater infrastructure and a stormwater management plan for the DHL Logistics Hub. The Department recommends that the stormwater management plan for the DHL Logistics Hub should include detailed plans of the stormwater infrastructure, measures to manage, treat and dispose of stormwater and contingency measures should exceedences be detected. This plan should also detail how stormwater from the Austral Bricks site would be managed.

The Department considers that Goodman's commitments together with the recommended conditions of approval would ensure stormwater from the site is appropriately managed and treated before being discharged.

Flooding

Parts of the site, and in particular the areas adjacent to Ropes Creek and its tributary, are flood liable. However, the industrial buildings would not be located within flood affected areas and the proposed bridge over the Ropes Creek tributary would be constructed above the 1 in 100 year flood level.

The proposal would result in a considerable increase in impervious areas on site, which has the potential to impact on flooding behaviour in the areas. The flood assessment indicates that the proposal would have minimal impact on flood behaviour provided appropriate on-site stormwater detention is provided (see above).

Overall, the Department is satisfied that industrial buildings have been appropriately located to avoid flood affected areas and considers that any potential impacts of the proposal on flooding behaviour can be managed on site via the stormwater management system. However, the Department considers that the flood assessment should be revised with each subsequent development/project application to ensure appropriate consideration is given to the impact of flood liable lands on future development on site. This recommendation has been incorporated into the recommended conditions of approval.

Wastewater

As previously discussed, the site is not serviced by sewer, and as such Goodman proposes to establish a self contained system on site (see Section 4.2). All wastewater would be collected, treated (tertiary treatment proposed) and disposed of on site. Wastewater would be treated to a level that would allow the treated wastewater to be recycled on site for non-potable uses (toilet flushing, air conditioning and garden watering) with any surplus wastewater to be irrigated on site.

Goodman proposes that treated wastewater would be treated to a recycled water standard as defined by the *NSW Guidelines for Urban and Residential Use of Reclaimed Water* (it is noted that this document has been replaced by the *National Water Quality Management Strategy (NWQMS)* -

Guidelines For Water Recycling: Managing Health And Environmental Risks) and from preliminary investigations it is estimated that irrigation area of approximately 20,000m² is required for the disposal of treated wastewater from the two DHL warehouses. While a larger area would be required for the management of treated wastewater from the entire Oakdale Central site, the Department is satisfied that adequate land is available on site for the disposal of wastewater by irrigation. . The location of the irrigation area is depicted in Figure 7.

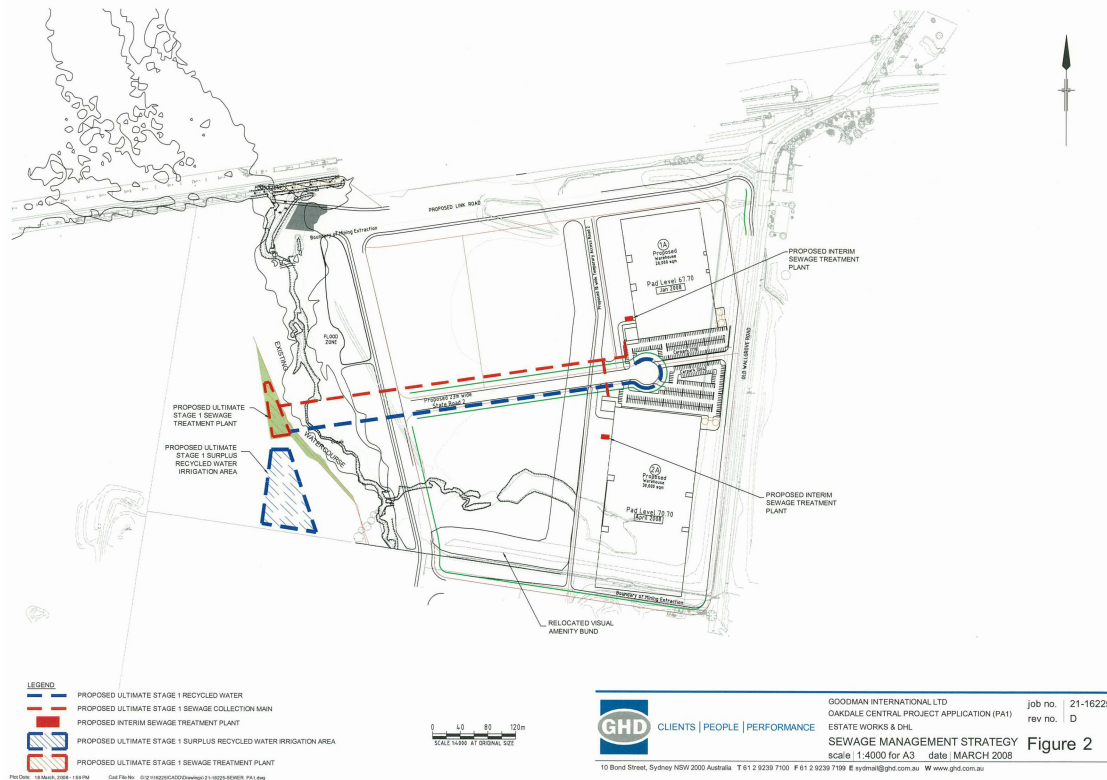


Figure 7: Location of the irrigation Area

The Department is satisfied that the measures proposed to treat and dispose of wastewater are appropriate and consistent with relevant DECC and NWQMS guidelines, and that the irrigation area is appropriately located to provided a suitable buffer from the tributary of Ropes Creek (~100m buffer) and other sensitive receivers (recreation area adjacent to the tributary of Ropes Creek and industrial buildings).

However, the irrigation of treated wastewater could affect soil and water quality, particularly given that some areas on site have a high salinity potential (see above). To minimise and monitor these potential impacts, Goodman has committed to preparing Recycled Water Irrigation Management Plan. The Department considers that this plan should include wastewater and soil quality impact assessment criteria, effluent treatment and irrigation system performance measures , details of the wastewater and soil monitoring program and procedures for reporting the monitoring results and any exceedences.

4.5 Flora and Fauna

The Oakdale Central site is largely cleared and has been used for grazing. Quarry operations for clay extraction occur in the eastern part of the Oakdale Central site. The key vegetation communities are shown on Figure 8 and include:

- Swamp Oak Floodplain Forest along Ropes Creek [listed under the *Threatened Species Conservation (TSC) Act*];
- Cumberland Plain Woodland to the west of Oakdale Central [listed under the *TSC Act* and *Environment Protection and Biodiversity Conservation (EPBC) Act*]; and
- Wetland vegetation around farm dams.

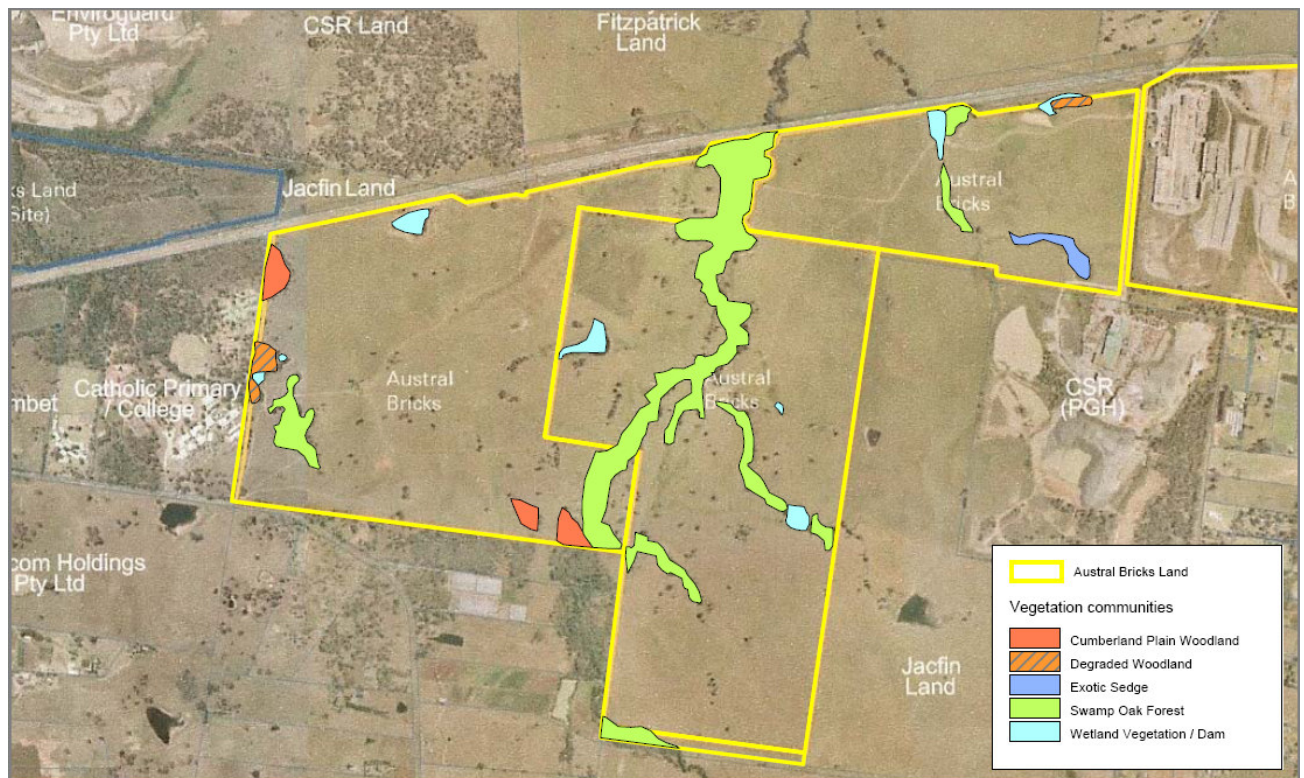


Figure 8: Vegetation Communities on the Oakdale Estate

The quality and conservation value of these communities varies with the Swamp Oak Floodplain Forest along Ropes Creek generally in poor condition; Cumberland Plain Woodland in the southern and north-western parts of the site generally being in good condition, and the wetland vegetation around the farm dams being of low quality.

Vegetation in the Sydney Water Pipeline corridor along the northern boundary of the site and along the Old Wallgrove Road corridor along the eastern boundary comprises exotic grasses and does not support any species of significance.

No threatened flora species were identified on the Oakdale Central site or adjacent road and pipeline corridors. However, some threatened fauna species were identified as likely to occur on site, including four bat species.

Development of the Oakdale Central would require the removal of ~1.35ha of native vegetation including Swamp Oak Floodplain Forest (0.19ha), degraded woodland (0.35ha) and wetland vegetation (0.81). To compensate for the clearing of this vegetation, Goodman proposes to revegetate an area of 4.27ha (see Figure 9). In relation to riparian vegetation, significant enhancement works would be undertaken along Ropes Creek and its tributaries. Lesser streams, known as Category 3 under the DWE classification, would be removed as part of the project.

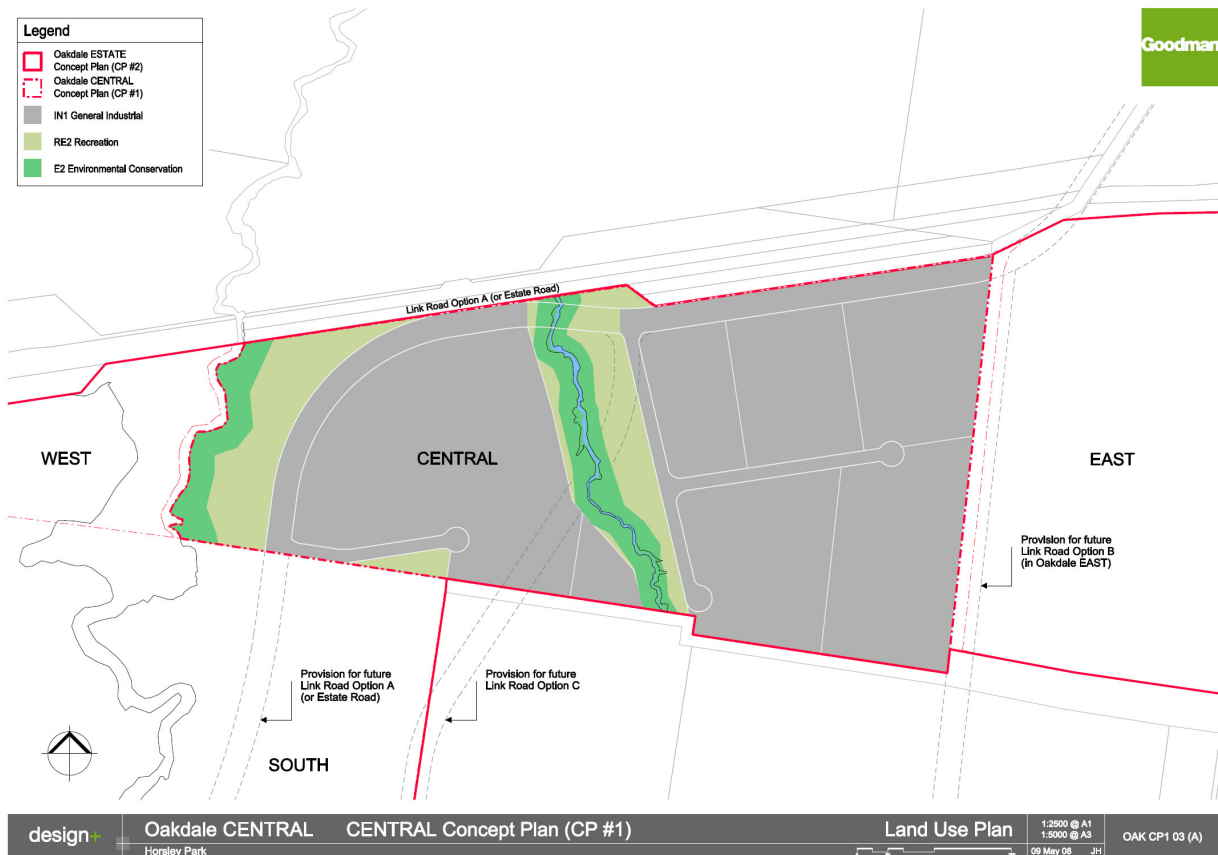


Figure 9: Vegetation Offset Areas

The removal of vegetation on the site is not considered significant due to the small quantity and generally poor quality of the vegetation. Overall, there would be a net increase in vegetation on site through the implementation of the proposed offset strategy which would ultimately improve the quality of vegetation on site. By improving the riparian vegetation along the Ropes Creek corridor, connectivity along Ropes Creek would be provided, in particular to the north beyond the site boundary. A Vegetation Management Plan (VMP) would be developed and implemented for the project incorporating the proposed offset strategy.

DWE raised a number of issues relating to the protection of riparian areas. The primary issues relate to provision of adequate core riparian zones (CRZ) and outer riparian zones (ORZ) and the exclusion of certain types of development within these zones such as detention basins, bushfire asset protection zones (APZ) and the link road.

Detention basins and bushfire APZ are proposed to be located outside the CRZ but may be located within the ORZ. As the requirements of bushfire APZ and the ORZ may conflict in relation to the quantity and type of vegetation cover, the area would need to be managed such that conflicting requirements can be addressed and an appropriate compromise reached. The VMP shall detail such measures as well as measures to manage vegetation in and around the detention basin to ensure adequate protection of the riparian zone. In relation to the proposed link road option C passing through the CRZ, the Department considers it unlikely that this link road option would be constructed.

DWE also raised concerns about the removal of Category 3 watercourses. The concept plan and project application would not impact on any Category 3 watercourses as only one was identified on the site and it has already been removed through quarrying activities. All other category 3 watercourses are located in the broader Oakdale Estate, which would be subject to separate applications and further assessment.

The Department is satisfied that the impacts on flora and fauna resulting from the concept plan and project application are minor and acceptable. The level of vegetation offset proposed for the broader Oakdale Estate concept plan adequately compensates for the vegetation removed and would result in

significantly improved vegetation quality over the longer term. The Department considers the protection of riparian zones provided by the offset strategy, particularly the Ropes Creek corridor, to be adequate and appropriate.

As outlined above, the VMP is required to address the potential conflict between bushfire APZ and the ORZ, therefore the Department has included this as a recommended condition for the DHL project.

4.6 Visual

The visual impacts and proposed landscaping for the concept plan and project application have been considered in the context of transforming an existing rural area to a strategic employment centre.

Visual Impact

The Oakdale Central and DHL sites are located a reasonable distance from sensitive residential receivers with the nearest being 500m to the south-east. The most significant views of the site will be from roads in the area, including Old Wallgrove Road and future regional roads.

Construction of warehouses and their associated parking and wide access roads would represent a significant transformation of the area from existing rural and quarrying uses. However, the transformation is consistent with the strategic objectives for creating an employment hub in this location.

Visual amenity as viewed from the Horsley Park rural-residential area to the south-east would not be significantly altered by the project due to the distance from the project and the location of other land uses in between. Views from Old Wallgrove Road and potential regional roads to the south would consist of large scale warehouse buildings screened by vegetative planting. Appropriate setbacks and landscape corridors are provided such that visual amenity would be managed in the most appropriate way.

The Department considers that visual impacts from the concept plan and project application would be consistent with the strategic objectives for transforming the area into a major employment centre. Residents are located far enough away from the facility that their views would not be significantly affected.

Landscaping

A number of landscape plans have been prepared for the Oakdale site, these include:

- Oakdale Central Master Plan (see Figure 10); and
- DHL Urban Design and Landscape Report (see Figures 11 and 12).

Landscaped areas would range from 20m along major collector roads, 7.5m along estate roads and 2.5m for rear boundaries, with plant species to primarily consist of species native to the area.

Concerns raised by Fairfield City Council related to the adequacy of landscaping along the frontage of Old Wallgrove Road (7.5) and the stepped nature of the landscaping with limited areas for pedestrian and cycle paths. Fairfield City Council also considers that at least 75% of the planting on the site should be Cumberland Plain Woodland.



- Legend**
- Proposed Trees - Street, Boundary and Canopy Area
Refer to tree schedule
 - Proposed Trees - Car Park
Refer to tree schedule
 - Proposed Shrub Planting
Refer to tree schedule
 - Proposed Swale / Verge Planting
Refer to tree schedule
 - Proposed Groundcover planting
Refer to tree schedule
 - Proposed Accent planting
Refer to tree schedule
 - Proposed Turf
 - Estate Entry Marker
Refer to site application
 - Feature Signage / Sculptural Elements

SITE IMAGE

		DRAWING NO: 101.1	CLIENT: GOODMAN INTERNATIONAL LTD	<h2>OAKDALE CENTRAL LANDSCAPE MASTERPLAN</h2>	
		ISSUE: F	SI JOB NO: Z 1620		
		SCALE: 1:1500@ A1 1:3000@ A3	DATE: MARCH 2008		

Figure 10: Oakdale Central Landscape Plan



Figure 11: DHL Landscape Plan

The landscape report for the DHL Logistics Hub application is considered to be comprehensive and appropriate. However, to accommodate the proposed regional road to the south of the site, Goodman has made some minor changes to the location of the buildings for the DHL Logistics Hub. As a result the buildings have moved approximately 29.4m to the north and 2.5m to the west. As such a 10m landscaping zone is proposed on the frontage of Old Wallgrove Road (eastern boundary) and the Chandos Parkway (southern boundary), which meets Fairfield City Council's requirements. However, the Department recommends that the landscape plan for the DHL Logistics Hub revised, in consultation with Fairfield City Council, as a result of any changes to accommodate potential future regional road works to the south of the site.

Due to the previous quarry activities on site, the difference between the site levels and Old Wallgrove Road is around 8m (see Figure 12). While Goodman considers that it is possible to provide a 5m at grade landscape setback along Old Wallgrove Road, as requested by Council to accommodate pedestrian/cycle path, this would require large vertical retaining walls. Given the constraints of the site the Department does not consider Fairfield City Council's request to be feasible.

However, the Department considers that more work could be undertaken for the Oakdale Central concept plan in relation to landscaping. Therefore, the Department recommends that a revised landscape report be submitted for the Oakdale Central concept plan. The report shall provide more information on the integration of riparian vegetation, stormwater management, public open space, recreation facilities and pedestrian and cycleways.



Figure 12: DHL Landscape Plan – Detailed Section of Retaining Wall adjacent Old Wallgrove Road

4.7 Other Issues

The Department's consideration of other issues is provided below.

Table 4: Other Assessment Issues

Issue	Assessment	Recommendation
Noise	<ul style="list-style-type: none"> An assessment of construction, operational and traffic noise has been undertaken in accordance with relevant DECC guidelines. The assessment indicates that noise from the construction of the DHL Logistics Hub would meet noise goals for all residential areas, except Erskine Park where noise goals would be exceeded by 4dBA. The Department acknowledges that impacts predicted by Goodman represent a worst case scenario and that noise emissions would generally be lower than that predicted. The Department also acknowledges that 	<ul style="list-style-type: none"> The Department considers that any potential noise impacts from the operation of the Oakdale Central and DHL Logistics Hub can be managed and mitigated through both site design and engineering solutions (i.e., noise barriers). The Department considers that the DHL Logistics Hub and all future development on site should comply with the project specific noise criteria. Additionally, recommended conditions of approval include limits to construction hours for the DHL Logistics Hub and a requirement for noise emissions to be assessed in detail at the development or

Issue	Assessment	Recommendation
	<p>impacts would be short term (~9 months) and that construction works would be transient, with impacts on Erskine Park residential areas decreasing as works move away from the northern boundaries of the site.</p> <ul style="list-style-type: none"> • The Department considers that noise impacts from the construction phase can be managed. • Operational and traffic noise from the DHL Logistics Hub would meet project specific noise limits. • Noise assessment criteria has been provided for the Oakdale Central site and Goodman considers that any potential noise impacts can be managed. 	<p>project application stage.</p>
Air Quality	<ul style="list-style-type: none"> • No assessment of air quality emissions was undertaken for operation of Oakdale Central or the DHL Logistics Hub. The primary emissions expected from the project are from vehicles. • Whilst estimates of emissions from the project are unknown, it is difficult to minimise vehicle related emissions from activities that are strongly reliant on vehicular transport, such as distribution centres. However, some emissions reductions may be achieved through provision of alternate transport for workers travelling to and from the site. • A transport management and accessibility plan would be prepared for the broader Oakdale Estate concept plan, however there is no commitment to prepare such a plan for the concept plan or project application. 	<ul style="list-style-type: none"> • The Department recommends that a transport management and accessibility plan be prepared for the concept plan, incorporating the DHL Logistics Hub project. • The plan shall identify measures to minimise vehicular emissions, particularly from workers travelling to and from the site.
Odour	<ul style="list-style-type: none"> • No assessment of odour was undertaken for the project. • The key sources of odour generated by the project include the temporary and permanent sewage treatment systems. • Odour generated from these sources may require mitigation measures such as buffer zones from other developed areas. 	<ul style="list-style-type: none"> • As no odour assessment was undertaken for the project application, the Department requires an odour verification survey to be conducted, three months after commissioning of the sewage management system. The survey shall confirm that odour is not an issue, or provide appropriate mitigation controls if odour is identified as an issue.
Greenhouse Gas Emissions	<ul style="list-style-type: none"> • No quantification of greenhouse gas emissions was provided in the EA. • Reduced greenhouse gas emissions is a specific development standard identified in the draft SEPP 2008. • The primary sources of emissions from the project are expected to be from vehicles and energy consumption. • As noted above, vehicular emissions are difficult to minimise for projects that are reliant on vehicular transport. • However, emissions associated with energy consumption can be minimised through reduced energy consumption, improved efficiency and provision of energy from alternate sources. 	<ul style="list-style-type: none"> • As noted in section 4.1, the Department requires a detailed energy assessment to be prepared for future project and development applications within Oakdale Central. The assessment must consider solar energy generation, third party access to warehouse roofs for solar generation and the use of tri-generation energy plants. • For the DHL Logistics Hub, the Department recommends that an Energy Management Plan be prepared during the detailed design phase of the project. The plan shall detail energy consumption levels, predicted energy savings and options for alternate energy sources. The plan shall specifically address the option of providing solar power generation on warehouse roofs and options for access by third parties.

Issue	Assessment	Recommendation
Heritage	<ul style="list-style-type: none"> • Eight Aboriginal sites/objects were identified during a survey of the site. Four sites/objects have been destroyed as part of the previous quarry operations under Section 90 of the <i>National Parks and Wildlife Act 1974</i>. • Of the remaining four sites/objects, three are likely to be disturbed, with the remaining site adjacent to Ropes Creek likely to be conserved. • Goodman proposes to prepare an Aboriginal Heritage Management Plan including a detailed survey plan and measures to salvage and protect Aboriginal sites/objects. • The Department considers the commitments made by Goodman to manage impacts and to preserve Aboriginal sites/objects is appropriate. • No items of European heritage significance were identified on site. However, a section of the original Warragamba-Prospect Pipeline, which is listed on the State Heritage Register, currently remains under Old Wallgrove Road. • The upgrade of Old Wallgrove Road has the potential to impact on this heritage item, if not appropriately designed and managed. 	<ul style="list-style-type: none"> • The Department recommends that if Aboriginal objects are identified during construction of the DHL Logistics Hub, that all work ceases and the relevant authorities are contacted. Additionally, Goodman should be required to undertake further heritage assessments with each subsequent development/project application associated with the Oakdale Central concept plan. • The Department also recommends that SCA is consulted prior to any road upgrades being undertaken.
Waste	<ul style="list-style-type: none"> • Goodman has indicated that the main source of waste generated from the DHL Logistics Hub would be minor amounts of general and putrescible waste, as well as sewage waste. • While Goodman has outlined measures to manage liquid wastes associated with the sewage treatment plant (see Section 4.2), no measures have been identified for the management of solid waste from this facility. Future development within Oakdale Central also has the potential to generate waste. • Goodman has committed to preparing a waste management plan for the DHL Logistics Hub. 	<ul style="list-style-type: none"> • The Department considers that the waste management plan for the DHL Logistics Hub should include measures to identify, minimise, manage and monitor waste generated by the project. • The Department recommends that an assessment of waste impacts is undertaken for future development/project applications within Oakdale Central.
Hazards	<ul style="list-style-type: none"> • Goodman has indicated that limited hazardous material would be stored as part of the DHL Logistics Hub. • However, there is potential that hazardous material may be stored at other buildings on site, and in particular, the sewage treatment plant and water treatment plant. • The Department considers that there are a range of measures that can be adopted to manage any potential impacts from hazardous materials that may be stored on site (e.g., storage areas and bunding to be designed in accordance with Australian Standards). 	<ul style="list-style-type: none"> • The Department recommends that all hazardous materials be stored in bunded areas in accordance with Australian Standards and DECC guidelines. • Additionally, the Department recommends that a hazard assessment is undertaken in accordance with <i>State Environmental Planning Assessment No. 33 – Hazardous and Offensive Development</i> for each subsequent development/project application.

5. RECOMMENDED CONDITIONS

The Department has prepared recommended conditions of approval for the concept plan and DHL Logistics Project (see Appendix B & C, respectively) and summarised these conditions in Appendix A. These conditions are required to:

- prevent, minimise, and/or offset adverse impacts of the project;
- set standards and performance measures for acceptable environmental performance;
- ensure regular monitoring and reporting; and
- provide for the ongoing environmental management of the project.

Goodman has reviewed and accepts the recommended conditions.

6. CONCLUSION

The Department has assessed the merits of the project in accordance with the requirements in the EP&A Act.

This assessment has found that the environmental impacts of the project can be mitigated and or managed to ensure an acceptable level of performance.

It has also found that although the proposal is currently prohibited on the site, it is consistent with the objectives of the State Plan, Metropolitan Strategy, and broader strategic planning being carried out for the area; and that it has been designed appropriately to ensure that it will not compromise the development of the regional road network in the Western Sydney Employment Hub.

Finally, it has found that the proposal offers significant economic and social benefits to the Western Sydney region, as it would attract up to \$194 million worth of capital investment and create up to 1200 jobs close to the homes within western Sydney.

Consequently, the Department believes that the project is in the public interest and should be approved subject to conditions.

7. RECOMMENDATION

It is RECOMMENDED that the Minister:

- consider the findings and recommendations of this report;
- approve the project application, subject to conditions, under section 75J of the EP&A Act; and
- sign the attached concept plan approval (see Appendix B); and
- sign the attached project approval (see Appendix C);


10/11/08

David Kitto
Director
Major Development Assessment


12.11.08

Chris Wilson
Executive Director
Major Project Assessment


12/11/2008

Sam Haddad
Director-General

APPENDIX A: SUMMARY OF CONDITIONS OF APPROVAL

Table A-1: Concept Plan Conditions of Approval

Aspect	Condition	Requirement
Schedule 2		
General Terms of Approval	1	Defines permissible land uses.
Modifications to the Concept Plan	2	Details modifications to the concept plan including the requirement to: <ul style="list-style-type: none"> revise all plans and drawings lodged with the EA to accommodate Chandos Parkway, a potential road network to the south of the site; include energy minimisation and efficiency targets within the Oakdale Central Concept Plan Controls; and provide a Transport Management Accessibility Plan.
Limits on the Approval	3	Environmental limits including noise limits.
Application Requirements	8-11	Details the requirements that must be addressed as part of future development/project applications within Oakdale Central for industrial buildings, water supply infrastructure, sewerage system, and ancillary development/facilities.

Table A-2: DHL Logistics Hub Conditions of Approval

Aspect	Condition	Requirement
Schedule 3: Specific Environmental Conditions		
Traffic and Transport	1-3	Requirement to upgrade Old Wallgrove Road and the Old Wallgrove Road/Wallgrove Road prior to the commencement of operation.
Soil and Water	10-18	Requires appropriate erosion and sediment control measures, rainwater harvesting, stormwater management, wastewater management and bunding.
Flora and Fauna	19-20	Requires the conservation of 4.27 hectares of native vegetation and the preparation of a Vegetation Management Plan detailing measures how the conservation area would be rehabilitated and managed.
Noise	21-22	Details the requirements that must be addressed as part of future development/project applications within Oakdale Central for industrial buildings, water supply infrastructure, sewerage system, and ancillary development/facilities.
Air	23-26	Requirements to minimise dust, ensure no offensive odour emissions and to undertake an odour audit within 6 months of the commencement of operation.
Energy	27	Requirement to prepare a energy management plan.
Visual	28-32	Requirements for landscaping, fencing, signage, and lighting.
Waste	33	Requirement to minimise and monitor waste.
Aboriginal Management System	34	Requirement to stop construction if Aboriginal artefacts/sites are identified.
Management System	35	Requirement to prepare an environmental management system detailing roles and responsibility of staff during construction and operation.
Incident Reporting	36	Requirement to report incidents

APPENDIX B: CONDITIONS OF APPROVAL – CONCEPT PLAN

APPENDIX B: CONDITIONS OF APPROVAL – PROJECT APPROVAL

APPENDIX D: CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS

State Environmental Planning Policy (Infrastructure) 2007

SEPP (Infrastructure) 2007 aims to ensure the RTA is made aware of and allowed to comment on projects for developments listed in Schedule 3 of the SEPP. Schedule 3 identifies development including industry with a site area of more than 20,000m², or any purpose with a capacity of 200 or more motor vehicles. The project therefore triggers the Infrastructure SEPP. The project was referred to the RTA for comment in accordance with the Infrastructure SEPP.

Draft State Environmental Planning Policy (Western Sydney Employment Hub) 2008

As discussed in Section 4.1, the proposal is consistent with the aims of the Draft SEPP (WSEH) as it will assist in meeting the objectives of the Sydney Metropolitan Strategy, provide for new economic activity in Western Sydney and provide for efficient land use in the employment lands. Despite this the SEPP does not apply to the proposal, as it has not yet commenced.

State Environmental Planning Policy No. 55 – Remediation of Land

The Department is satisfied that the land subject to the project application does not have a significant risk of contamination given its historical landuse and on site investigations. Additionally, the Department is satisfied that the proposal is generally consistent with the aims, objectives, and requirements of SEPP 55.

State Environmental Planning Policy No. 64 – Advertising and Signage

SEPP 64 aims to ensure signage is appropriately located and designed and to regulate signage within transport corridors. The Department has recommended conditions to ensure detailed signage plans are prepared in consultation with Fairfield City Council, and for any signage visible from Old Wallgrove Road, Blacktown City Council, and to the satisfaction of the Director-General.

Draft State Environmental Planning Policy No. 66 – Integration of Land Use and Transport

Draft SEPP 66 aims to ensure that urban structure, building forms, land use locations, development designs, subdivision and street layouts help achieve the following planning objectives:

- a) improving accessibility to housing, employment and services by walking, cycling and public transport,
- b) improving the choice of transport and reducing dependence solely on cars for travel purposes,
- c) moderating growth in demand for travel and distances travelled especially by car,
- d) supporting the efficient and viable operation of public transport services,
- e) providing for the efficient movement of freight.

The Department is satisfied the proposal is not contrary to the above objectives and considers the project would help achieve the objectives of draft SEPP 66 by providing employment lands within proximity to residential areas in Western Sydney and major transport routes including the M4 and M7 motorways.

Sydney Regional Environmental Plan No 20 – Hawkesbury-Nepean River

The aim of SREP 20 is to ensure is to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context. In this regard, SREP 20 identifies general planning considerations, specific planning policies and recommended strategies for various components of the environment (e.g., environmental sensitive areas, wetlands, water quality and quantity, cultural heritage and riverina scenic quality). In addition, development controls for specific types of development are detailed. The site is located in the South Creek catchment identified under the SREP and the Department is satisfied that the proposal is consistent with the relevant provisions of SREP 20.

Fairfield Local Environmental Plan 1994

Refer to Section 3.2.

APPENDIX E: RESPONSES TO SUBMISSIONS & ADDITIONAL INFORMATION

APPENDIX F: SUBMISSIONS

APPENDIX G: ENVIRONMENTAL ASSESSMENT