



Response to Submissions State Significant Development (6078)

Oakdale Central Horsley Park
Construction of Warehouse and
Distribution Facilities

Prepared by McKenzie Group Consulting Planning
on behalf of Goodman Property Services (Aust)
Pty Ltd
August 2014

Response to Submissions – SSD 6078

Oakdale Central – Horsley Park

Construction of Warehouse and Distribution Facilities - Lots 1C, 2B and 3

Document Control Table

Document Reference:	64742_Oakdale_Central_RTS_Final.doc		
Date	Version	Author	Checked By
17 January 2014	1	A Cowan	C Wilson
8 August 2014	2	A Cowan	C Wilson

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PART A PRELIMINARY

1.1 Introduction

This Response to Submissions (RTS) has been prepared by McKenzie Group Consulting on behalf of Goodman Property Services (Aust) Pty Ltd (hereafter referred to as Goodman), and is submitted to the New South Wales Department of Planning and Environment (DP&E) in support of the construction of warehouse and distribution facilities on estate allotments 1C, 2B and 3 within Oakdale Central Horsley Park (Lot 21 in Deposited Plan 1173181) and upgrade works to Old Wallgrove Road (Lot 1 DP 843901; Lots 1 and 2 DP 87907; Lot 7 DP 229769; Lot 13 DP 1157491; Lot 6 DP 229769 (known as Old Wallgrove Road Upgrade Site)

This RTS Report responds to, and addresses, the submissions received following the public exhibition of the proposal.

Clause 85A of the *Environmental Planning and Assessment Regulation 2000* permits the Director-General of the DP&E to require the Applicant to provide a written response to issues raised in submissions. This RTS report aims to fulfil the request from the Director General.

This RTS report is structured as follows:

- Part A** Introduction, overview of the proposed development and the site
- Part B** Overview of the exhibition period and summary of the submissions received
- Part C** Response to the submissions
- Part D** Conclusion

1.2 Site Location

The land which is the subject of this development is legally defined as Lot 21 in Deposited Plan 1173181 and lies within the Fairfield Local Government Area. The greater Oakdale Estate is 421 hectares in area with Central Oakdale comprising an area of 61.2 hectares and forming part of the Western Sydney Employment Area.

The site is regulated by *State Environmental Planning Policy (Western Sydney Employment Area) 2009*, an important regional hub for major logistics, distribution, warehousing and production industries, with strategic access to Sydney's key arterial road network including the M7 and M4 Motorway. Vehicle access to the site is available from Old Wallgrove Road to the east with direct access to the M7 Motorway.

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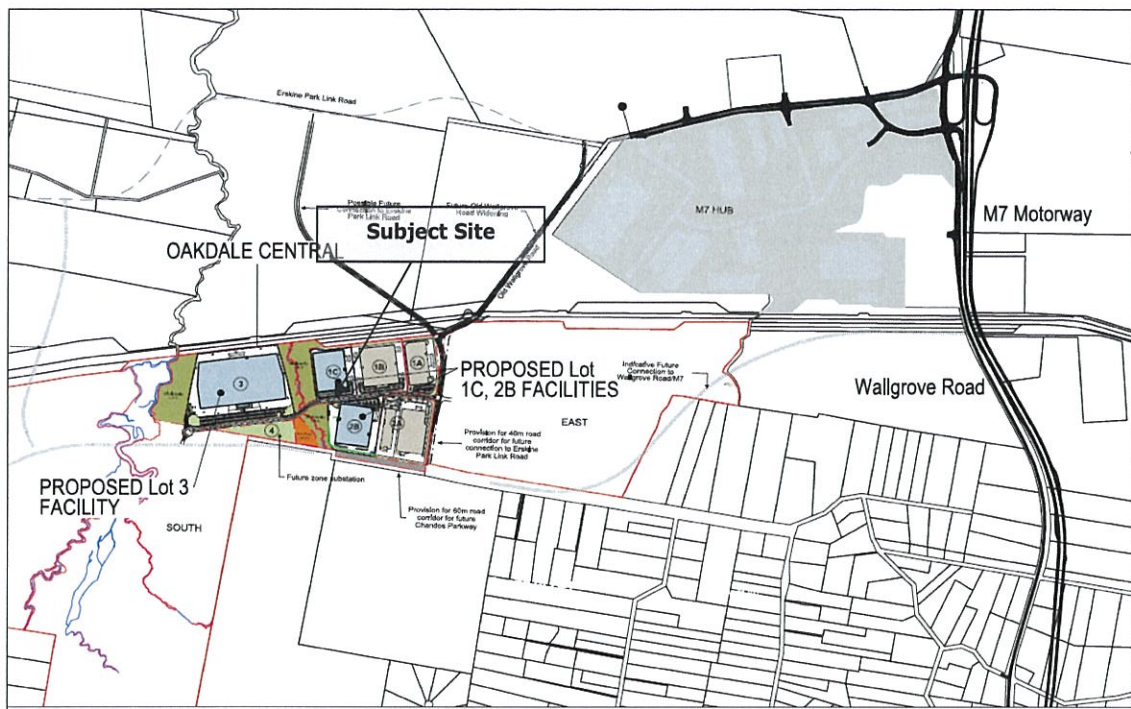


Figure 1: Local Context (Source: Design + , 2013)



Figure 2: Central Oakdale Estate Plan (SBA, 2013)

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PART B EXHIBITION AND SUBMISSIONS

An Environmental Impact Statement was prepared to support the SSD 6078 and assess the relevant impacts. The Report and accompanying documentation was placed on public exhibition until 15 December 2013 also made available on the NSW Department of Planning and Infrastructure (DoPI) website. During this period, submissions were invited from anyone with an interest in the Project.

A summary of all the submissions received by the public and the various agencies is detailed in Tables 1 to 9 in Part C.

In total, two (2) public submissions were received from surrounding land owners including Robert Farrell and Jacfin.

Submissions were received by the following agencies and council's:

- Fairfield City Council
- Blacktown City Council
- NSW Office of Water
- TransGrid
- NSW Office of Environment and Heritage
- Crown Lands
- Sydney Catchment Authority
- NSW Department of Planning & Environment

Part C of this RTS provides responses to each of the submissions received.

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PART C RESPONSE TO SUBMISSIONS

A summary of all submissions and response to the issues raised is addressed in the following tables.

TABLE 1 – Fairfield City Council Submission

#	Summary of Submissions	Response
1.	<p><u>Application of Section 94A under the EP&A Act and Voluntary Planning Agreement</u></p> <p><i>Council's previous correspondence raised issues in respect to Council's ability to levy the applicable Section 94A contributions associated with this proposal as well as its ability to continue to levy Section 94A fees for any future redevelopment of the subject sites.</i></p> <p><i>It is noted that the application is accompanied by a draft Deed of Variation to the associated Voluntary Planning Agreement which does not seek to exclude applicability of Section 94A for proposals on the subject sites. This approach is supported by Council officers.</i></p> <p><i>In respect to the payment of Section 94A fees for this proposal, Council's previous submission stated that it was considered appropriate to seek the imposition of a local 1% Section 94 Levy (in accordance with the Fairfield City Council Indirect S94 Development Contribution Plan 2011) on this proposal having regard to the following matters:</i></p> <ul style="list-style-type: none"> ▪ <i>In the long term Council is likely to have some responsibility for the maintenance of local roads allocated within the development;</i> ▪ <i>Although at this stage the proposal is not directly connected into the Fairfield Rural Area, this has potential to change as a result of general traffic generation levels associated from the proposal;</i> ▪ <i>Future investigations by the State Government into regional road</i> 	<p>It is noted that the Section 94A Contributions have previously been dealt with through the Voluntary Planning Agreement (VPA) which now applies to the entire estate. A copy of the amended VPA is annexed as Appendix 2 within the final submitted EIS.</p> <p>In accordance with the VPA Goodman will make contributions to Fairfield Council under section 94A for Oakdale South.</p>

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TABLE 1 – Fairfield City Council Submission

	Response
<p># Summary of Submissions</p> <ul style="list-style-type: none"> ▪ network and employment land issues; and ▪ Despite the above, there is still potential for traffic generated by the development to access and utilize the existing local road network of Horsley Park associated with journeys to work or other industrial traffic movements. <p><i>In respect to these issues the EIS provides the following:</i></p> <p><i>The provision of Section 94A contributions is noted. Any approval issued for this proposal will require the payment of contributions prior to the issue of a Construction Certificate.</i></p> <p><i>In this regard, Council officers will raise no further objection to this aspect of the proposal subject to a condition, for any approval that may be issued, that requires the proponent to pay a local 1% Section 94A Levy to Fairfield City Council prior to the issue of a Construction Certificate.</i></p> <p><i>The amount payable is estimated to be AU\$888,800 based on the capital investment of AU\$88,880,000.00 provided by the EIS.</i></p>	
<p>2. <u>Upgrading of Old Wallgrove Road</u></p> <p><i>Council's previous correspondence on this matter indicated that the existing conditions of these roads were considered unsatisfactory to accommodate the additional heavy traffic expected to be generated by this proposal and that it was considered that the proposed upgrades should have been completed prior to the commencement of further development in the precinct.</i></p> <p><i>It is noted that the proponent is seeking to upgrade Old Wallgrove Road as part of this proposal.</i></p>	<p>In terms of the southern section of Old Wallgrove Road (south of Milner Avenue), this work is not required for the subject development, rather it is likely to be required for the use of the land further south. It is the applicants understanding that this is a condition of the consent granted to Jacfin under a previous approval.</p>

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TABLE 1 – Fairfield City Council Submission

#	Summary of Submissions	Response
3.	<p>Council officers raise no objection to this aspect of the proposal but seek clarification in respect to the future required upgrades to the southern section of Old Wallgrove Road.</p> <p>Clarification is sought that this section of Old Wallgrove Road will be upgraded by the proponent of the Jacfin proposal, which is likely to benefit/require the link, and that any upgrade be completed at no cost to Council.</p> <p><u>Permissibility Issue On-Site Detention on E2 Zoned Land SEPP Western Sydney Employment Area (WSEA)</u></p> <p>A meeting was held between Council officers and the proponent on 21 October 2013 to discuss the proposal. Amongst the issues discussed at this meeting was the issue of permissibility of providing an On-Site Detention (OSD) within the bio-diversity lots which, as stated by the EIS, are zoned E2 Environmental Conservation under the SEPP WSEA.</p> <p>At this meeting, Council officers advised the proponent that amendments may need to be made to the approved Concept Plan and/or the SEPP WSEA in which the proponent advised that they would investigate this aspect of the proposal.</p> <p>In response to this issue the EIS states the following:</p> <p>The Biodiversity Lots within the estate are zoned E2 – Environmental Conservation under the SEPP, however no work is proposed in the E2 Zone under this application as it will be approved by Fairfield Council under the development applications for the bio-retention works.</p>	<p>Due to the conjecture surrounding the issue of the OSD basins in the E2 Zone, an amendment is currently being sought to <i>State Environmental Planning Policy (Western Sydney Employment Area) 2009</i> to allow for OSD within the E2 zoned land.</p> <p>At the request of DP&E, an amendment is currently being sought to MP08_0065 (MOD 3) to the Oakdale Central Estate Concept Plan. This amendment specifically relates to the stormwater infrastructure within Bio-diversity Lot C to be included on the Concept Plan. The rationale for this inclusion is that it will allow DP&E to overcome the prohibition contained within SEPP WSEA in respect of the On-Site Detention within the E2 Zone.</p> <p>The transitional arrangements under Schedule 6A of the Act for transitional Part 3A projects then enable development assessed under Part 4 that would otherwise be prohibited by an environmental planning instrument (as in this case), to be carried out with development consent (see clause 3B(2)(a)).</p> <p>Once the Stormwater infrastructure is approved within the E2 Zone, the physical use of the bio-retention basins for stormwater detention purposes may be considered under the subject SSD application. The Concept Plan will effectively override the SEPP to overcome the permissibility issue.</p>

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TABLE 1 – Fairfield City Council Submission

#	Summary of Submissions	Response
	<p><i>It should be noted that the development applications, referred to in the EIS, considered by Council for the bio-retention works did not include an OSD component. The bio-retention approvals are considered to fall generally with the definition of 'environmental protection works' which are permitted in the E2 zone under the SEPP WSEA.</i></p> <p><i>Council officers consider that an OSD system, if located on E2 zoned land, does not fall under the definition of 'environmental protection works' or 'artificial water body' which in the case of the latter, specifically excludes a dry detention basin or other stormwater management construction that is only intended to hold water intermittently.</i></p> <p><i>It is important to note that this advice does not imply that Council officers are supportive of locating the OSD system within the Biodiversity lots as proposed by the proponent. Council officers are of the position that the OSD system should be provided within the lot boundaries of each proposed development.</i></p> <p><i>The Department of Planning and Infrastructure (DP&I) should ensure that any proposals that may seek to undertake development within the E2 zoned land (such as OSD systems) under the SEPP WSEA are permissible. In this regard, Council officers consider that amendments to the SEPP WSEA may be required which may also result in amendments to the Concept Plan.</i></p> <p><i>Note: The DP&I should also be aware that there is an inconsistency within the land use table of the E2 Zone under the SEPP WSEA which uses the term 'artificial water bodies' whilst the Dictionary contained</i></p>	<p>Modification 3 is attached to this RTS as Appendix A which details the amended Concept Plan.</p>

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TABLE 1 – Fairfield City Council Submission

#	Summary of Submissions	Response
4.	<p>therein uses the term 'artificial water body'.</p> <p><u>On Site Detention System Issues</u></p> <p><i>The EIS states, in the section titled 'Part E- Consultation', that "the On Site Detention (OSD) system for the proposed allotments shall be provided within the off-lot bio-retention basins as per the basin Development Application drawings approved by Fairfield City Council."</i></p> <p><i>The bio-retention Development Applications 396.1/2013 and 652.1/2013 were approved 14th October and 19th November, 2013 respectively. An OSD system within the Biodiversity lots was not approved for either of the development applications. The applicant has made allowances in volume and capacity of the approved system to accommodate the additional function of the Bio-diversity basin with an OSD component.</i></p> <p><i>Council officers position is that stormwater generated from a development should be managed within its boundaries. The applicant is not proposing on site detention at lot scale, but rather treating the whole development as one and providing an OSD component within the off-lot bio-retention basins.</i></p> <p><i>Council officers consider that an OSD system is a key component of the overall proposal therefore requiring the issues associated with location and permissibility, referred to earlier, to be addressed at this stage rather than relying on separate approval processes.</i></p> <p><i>This approach allows for a holistic assessment process that addresses and considers all the issues associated with the proposal such as the provision of the OSD system.</i></p>	<p>The two basins have been designed to comply with Concept Plan (MP07_0065) and Project Approval (MP07_0066) for the site. The GHD Storm water Management Report within the Concept Plan and Project Approval generally aligned with the Draft Fairfield City OSD guidelines. The current OSD design within DAs 396.1/2013 and 652.1/2013 have been reviewed and these generally align with the draft Fairfield City Council guidelines.</p> <p>As noted above, MOD 3 to MP08_0065 has been submitted to DP&E for consideration to include the stormwater infrastructure within Biodiversity Lot C. Subject to approval of this Modification, physical use of the bio-retention basin for stormwater detention purposes may be supported under the subject Part 4 SSD Application.</p>

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TABLE 1 – Fairfield City Council Submission

#	Summary of Submissions	Response
	<p><u>Requirements for OSD Systems</u></p> <p>The following is information relating to Council's requirements for OSD systems.</p> <ul style="list-style-type: none"> ▪ Stormwater detention in accordance with Council's Policies, including Council's Stormwater drainage policy, Urban Area On-Site Detention Handbook and the rural Area On-Site Detention Guidelines ▪ OSD to be provided to cater for all impervious areas including hardstand and roof areas 	

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TABLE 2 - Blacktown City Council

#	Summary of Submissions	Response
1.	<p><u>Drainage</u></p> <p><i>The following amendments are requested to the Civil Design Report prepared by at&I report no 13-143-R001 (rev 3):</i></p> <ul style="list-style-type: none"> ▪ <i>Under section 3.3.4 it is noted that on-site detention has been provided already within a number of lots, but not lot 4. Elsewhere it is noted that detention is used to limit post developed flows to pre developed flows for the 5 year to 100 year events. From Blacktown's view to only reduce the flows to the 5 year ARI event is insufficient and will potentially lead to increased scour of the natural creek systems in Blacktown that lie immediately downstream of the site. From the planning controls within the north west growth centres it has been necessary to limit the post developed flows down to pre developed flows for the 2 year events to avoid significant damage to the creeks. It is appropriate that this should be applied here as well.</i> ▪ <i>In table 8 the Bio-retention Basin Parameters are set out for the design. It is noted that a Saturated Hydraulic Conductivity of 180 mm/hr is proposed for the basins. This figure needs to represent the long term infiltration rate that can be achieved throughout the life of the filter material. Though filter media can be supplied that initially achieves this result, over time blockages occur over the filter media that make this rate unsuitable for ongoing operation. Consequently a more standard rate of between 100 to 125 mm/hr should be used for hydraulic conductivity and the basins increased slightly in size.</i> <p><i>Sediment loading is the major problem associated with successful</i></p>	<p>Drainage on the site has been specifically designed to meet the requirements of Fairfield City Council as per the Director General's Requirements obtained under this application. As such, the specific matters outlined by Blacktown City Council in relation to drainage are not relevant to this proposal.</p>

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TABLE 2 - Blacktown City Council

#	Summary of Submissions	Response
2.	<p>Traffic <i>Earlier this year in relation to Goodman's proposal for the upgrading of Old Wallgrove Road (OWR) to undertake further development in the Oakdale Precinct Council provided comments which initiated traffic modelling organised by DP&I. It is to be noted that final modelling results have not communicated to Council as yet. It is not clear to Council whether there will be one or two connections are needed in the north-south direction and what will be the status of the existing OWR in the future. Hence, we are not in a position to determine the future status of OWR. However, the following comments are provided on the proposal:</i></p> <ul style="list-style-type: none"> ▪ <i>It is acknowledged in the Traffic report prepared by Traffix on behalf of the applicant that the final decision on the north-south link has not been made by DP&I. However, the proposed development in Oakdale is seeking existing OWR to be upgraded to a sub-arterial standard. Whilst Council does not raise objection to the proposal to upgrade OWR to a 4 lane sub-arterial road it should not preclude the number of north-south links in the BWSEA (Broader Western Sydney Employment Area).</i> ▪ <i>The traffic report proposed to upgrade OWR in 2 stages in particular stage 2 would only occur subject to funding arrangement with State Government. Our view is that the full upgrade to a 4 lane sub-arterial road to the entire length of OWR should be undertaken in stage one to ensure that sufficient capacity is provided to handle additional traffic generated by the</i> 	<p>The points below are noted in relation to the matters raised by Council:</p> <ul style="list-style-type: none"> (a) Goodman seeks consent for a four lane sub-arterial road to link the site to the Erskine Park Link Road /Old Wallgrove Road Upgrade at Roberts Road. (b) Both Blacktown and Fairfield Council support this. (c) Old Wallgrove Road is currently being upgraded and will be completed by 2016. The first stage to be completed is the mini-links works to reduce congestion. (d) Goodman does not suggest that the Archbold Rd link should be ignored. (e) It is clear both in terms of funding commitments and timing imperatives that the green road can be upgraded to the required specification expeditiously and therefore approval for that link should be recommended. (f) RMS and Transport NSW will support construction of four (4) lanes upfront due to construction/cost efficiencies and cost savings from completing the project as a single scope of works. (g) It is also noted that the connection of Old Wallgrove Road and Erskine Park Link Road has already been constructed as part of the works recently completed by the RMS.

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TABLE 2 - Blacktown City Council

#	Summary of Submissions	Response
	<p>development.</p> <p>DP&I WSEA Southern Link Road Network Strategic Transport Assessment report (November 2010) indicated realignment of northern portion of this section of OWR to form a T-intersection with Erskine Park Link Road. This needs to be included in the upgrading works.</p>	
3.	<ul style="list-style-type: none"> ▪ Nominated batter slopes do not comply with Council's engineering guide for development. On the basis that Council will be responsible for maintenance, compliance with EGFD is required. 	<p>Blacktown City Council EGFD states desirable max batter slope for roads shall be 1(V):5(H). Absolute max 1(V):4(H). The batter slopes shown in the concept design have been based on the Ausroads/RMS design guidelines. The batter slopes adopted will be assessed further during detailed design through consultation with Council and based on the geotechnical investigation for the site.</p>
	<ul style="list-style-type: none"> ▪ Cross drainage does not need to be upgraded to 100 year capacity, should comply with EGFD. 	<p>The majority of existing cross drainage pipes already have 100 year ARI capacity i.e. it is intended the existing culvert size shall remain the same as they are now, and that the cross drainage catchment and flow regime will largely remain in the pre-road upgrade state. The 100 year ARI capacity criteria was adopted based on RMS' design guidelines for cross drainage. It is intended the road pavement drainage be discharged at the downstream outlet of existing cross drainage culverts.</p>
	<ul style="list-style-type: none"> ▪ The hydrologic and flood impact assessment is to be completed prior to progress to detail design to ensure that there will be no adverse flooding impacts on adjoining downstream properties. Depending on what mitigation measures are required, this could impact land acquisition. Note that the Coles development appears to have redirected some catchment area away from the existing drainage lines discharging onto the Transgrid site and this could be considered in whether the developed flows exceed pre-development flows. 	<p>Hydrologic assessments will be carried out during detailed design. All new stormwater will be designed to ensure there is no adverse flooding affects on adjoining downstream properties and mitigation measures will be adopted should they be required.</p>

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TABLE 2 - Blacktown City Council

#	Summary of Submissions	Response
	<ul style="list-style-type: none"> ▪ <i>The practicality of bioretention swales needs to be reviewed in combination with a conventional street drainage system. There may not be enough depth available to daylight drainage pipes and bioretention subsoil drainage. This needs to be considered for each drainage discharge point.</i> 	<p>During detailed design, and upon establishing design levels, each drainage discharge will be assessed and designed with the appropriate water quality treatment features to meet BCC's water quality criteria. Ideally bio-retention swales will be adopted where levels allow however if bio-retention swales cannot be feasibly implemented, appropriate alternative options will be identified in consultation with BCC.</p>
	<ul style="list-style-type: none"> ▪ <i>Any required stormwater quantity and quality management measures are to be provided at no cost to Blacktown Council. This includes ongoing life cycle cost for maintenance and renewal. Appropriate sinking funds acceptable to Blacktown Council are to be provided prior to any project implementation</i> 	<p>Stormwater quantity and quality management measures will be installed/constructed as part of the project at no cost to BCC and then handed over to BCC. The road upgrade as constructed will have a defects liability period of twelve months (as is standard practice). It is not considered acceptable that the Developer provides whole of life maintenance funding for the assets.</p>
	<ul style="list-style-type: none"> ▪ <i>The road and stormwater management design is to be approved by Blacktown Council prior to project implementation.</i> 	<p>Noted</p>

TABLE 3 – NSW Office of Water

#	Summary of Submissions	Response
3.	<p><i>The NSW Office of Water provides the following comments for consideration:</i></p> <ul style="list-style-type: none"> ▪ <i>riparian land: The proponent should be aware that if the proposal is approved as outlined in the environmental assessment it may constrain options available for the location (or potential offsets) of</i> 	<p>A Controlled Activity Approval from the NSW Office of Water is pending in relation to the basins pursuant to Part 3 of the <i>Water Management Act 2000</i>.</p> <p>To date, Goodman is not aware of a 30 metre setback which applies to the northern boundary in exchange for loss of the riparian corridor. The conditions of approval which relate to the Concept Plan and Project Approval make no specific</p>

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<ul style="list-style-type: none"> ▪ <i>the retention basin subject to Council DA 369.1/2013. east -west corridor: The environmental assessment has not provided detail on the east-west corridor to the north of the subject Lots 3 and 1C. Agreement had previously been reached to establish a 30 metre wide corridor along the northern boundary for the length of the site on the eastern side of Ropes Creek, to offset the proposed loss of riparian corridor area. Clarification is required on this point.</i> 	<p>reference to such requirements and do not make provision for it.</p>
<p>4. Groundwater</p> <p><i>The Phase 1 Environmental Site Assessment (Appendix 3 of the EIS) notes the potential to intersect high yielding groundwater is considered to be low, based on the expected depth of the road upgrade works (see Section 2.15, page 9). Appendix 3 indicates the local groundwater is inferred to be present between 8 and 10 m bgs (see Section 2.5.2, page 4). It is noted that no geotechnical investigations have been undertaken at this stage and this will be undertaken at the detailed design stage (see Road Design Report, Appendix 2, page 32). The proponent should confirm the depth to groundwater, and that no impacts to groundwater are likely as a result of the road upgrade.</i></p>	<p>The groundwater levels will be checked as part of the geotechnical investigation. It is not envisaged the road upgrade will have any impact on groundwater levels, this will be confirmed after receipt of the geotechnical investigation report and during detailed design.</p>
<ul style="list-style-type: none"> ▪ Water supply <p><i>The EIS notes the road upgrade will not require the consumption of potable water (see Section 4.2.4, page 12). It is unclear if the road upgrade will require a non potable water supply to undertake the works. If so, details should be provided on:</i></p> <ul style="list-style-type: none"> ➤ <i>the source of the non potable water supply and whether water will be sourced from watercourses, farm dams, groundwater bores etc</i> 	<p>Non-potable water sources will be investigated for feasibility of use but if none can be identified, potable water will be sourced in accordance with RMS requirements.</p>

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	<p>➤ the volume of water proposed to be used.</p>	
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TABLE 4 – Crown Lands

#	Summary of Submissions	Response
1.	<ul style="list-style-type: none"> ▪ the site is bounded on the east (Old Wallgrove Road) and partly on the south by public roads which are Crown roads. ▪ it is noted the proposal involves the construction of part of these roads to facilitate vehicular access to the development. ▪ any such works will require the approval of Crown Lands. In this regard, Crown Lands will require that the roads be transferred to the control of the local council, under the provisions of Section 151 of the Roads Act 1993, prior to the commencement of any works to construct the roads. ▪ Crown Lands is able to gazette such transfer on receipt of a letter from the council (with a diagram identifying the affected roads) agreeing to accept the transfer. 	<p>The proposal seeks to use road reserves for the purpose of construction access only. Upon completion of construction works, these access points will be closed and no longer able to be used by vehicles entering the site. This is illustrated on the engineering plans annexed as Appendix 7 within the final EIS.</p> <p style="text-align: center;">- crown lands confirmation - council needs to agree</p>

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TABLE 5 – Transgrid

#	Summary of Submissions	Response
1.	<p><i>TransGrid consents to the carrying out of the road upgrade subject to a formal agreement being established in relation to negotiations to acquisition of TransGrid land at market value and to the following improvement at the detailed design/construction documentation stage:</i></p> <ul style="list-style-type: none"> ▪ <i>Local widening is provided in the plans at the TransGrid entrance. This will be required to provide sufficient turning circle into the drive to allow for a large truck delivering a transformer without a median strip or lights impeding access;</i> ▪ <i>Heavy duty concrete design intersection due to single heavy loads such as transformers so as repairs are not necessary after the delivery of the same;</i> ▪ <i>Bus stop nearby;</i> ▪ <i>The developer must facilitate TransGrid's vehicular access to its transmission towers.. A layback will be required in an appropriate location to be specified by TransGrid. The layback is to include a 4.5 metre wide gate for facilitating access to the transmission towers to the left of the South bound lane;</i> ▪ <i>The intersection at the main entry and the proposed road to be lit in accordance to Australian standards;</i> ▪ <i>The construction of a suitable front fence, replacement of the entranceway and gardens to a suitable standard to be agreed to by TransGrid.</i> ▪ <i>Relocation of affected underground services;</i> ▪ <i>Traffic collision guards may also be required, with earthing and isolation measures implemented along the frontage of the site capable of withstanding the impact of a large truck in order to protect existing power line stanchions;</i> ▪ <i>Drainage must be designed to prevent the base of transmission towers becoming susceptible to flooding and/or soil erosion. The</i> 	<p>The particulars outlined in the correspondence provided by Transgrid are noted with respect to the proposed Old Wallgrove Road upgrade works. All conditional requirements stipulated are able to be complied with.</p>

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TABLE 5 – Transgrid

#	Summary of Submissions	Response
	<p>existing substation drainage system is being strained to over capacity by additional drainage from the Goodman development across the road. This needs to be redirected away from the substation.</p> <p>Any road upgrade to the subject development will need to adequately address the drainage issues and must not discharge into the existing substation drainage system on TransGrid land; and That appropriate screen planting is provided across the frontage of the site to reduce visibility of the infrastructure from the roadway.</p> <p>The road works application plans are acceptable to TransGrid subject to the technical issues in terms of proximity to existing TransGrid high voltage towers, the existing location of and future placement of any earth wires emanating from existing high voltage towers adjacent to Old Wallgrove Road and the conditions outlined below.</p> <p>TransGrid's transmission line within the proximity of the Old Wallgrove Road upgrade is the: Sydney West to Holroyd 330KV TL</p> <ul style="list-style-type: none"> ▪ A perpendicular undercrossing of the transmission line and easement is proposed. The TL and associated easement are subject to both vertical and horizontal clearances. The clearances provided in the design statement report at Appendix 7 of the application refer to a 132kv transmission line but do not relate to the undercrossing of a 330KV transmission line. A copy of TransGrid's standard minimum construction clearances is attached for information. TransGrid requests that detailed plans and specifications be provided for assessment by TransGrid's engineers. The detailed plans and specifications to be provided need to state the design Reduced Levels (RL) using Australian 	

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TABLE 5 – Transgrid

#	Summary of Submissions	Response
	<p>Height Datum. Upon receipt of the abovementioned plans and specifications, TransGrid can appraise whether a proposed undercrossing fulfils the vertical clearance requirements based on the maximum operating temperature of the catenaries;</p> <ul style="list-style-type: none"> ▪ Transmission towers possess underground earthing straps that protrude from each leg of a tower. For this reason, it is important to ensure that any development within reasonable vicinity of a transmission tower remains outside of the horizontal clearances around the base of the tower, which may be greater than the width of the easement. These horizontal clearances also serve to ensure that there is a safe working platform around the base of a transmission structure; ▪ Horizontal distances from stanchions or other transmission structures also need to be specified on the plans (with units of measure stated), to ensure the proposed placement and design of the road does not pose a risk to the transmission line. Vertical and horizontal clearances also apply to any preliminary civil works where mounds of earth, however temporary they may be, can still hazardously alter ground levels within the clearance requirement. TransGrid's prior written approval is required before any works may commence in the clearance zone. ▪ The developer is to pay for TransGrid to alter any transmission line earthing system required to be altered as a consequence of the proposed road upgrade; <p>Although outside the scope of this application, it is noted that the future road alignment of the proposed link road to the west through Jacfin appears to be in the SEPP alignment which is consistent with</p>	

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TABLE 5 – Transgrid

#	Summary of Submissions	Response
	the requirements not to encroach into TransGrid's land in the south western corner of our site.	

TABLE 6 – Robert Farrell

#	Summary of Submissions	Response
5.	<p>This stage 2 development follows the approval of the initial concept plan and stage 1 development of warehouses. What would appear to have been missed in the initial concept plan was that it seems that Austral Bricks has been stripping I quarrying the brick clay from the Oakdale lots and stockpiling this clay on its operational site on the other side of Old Wallgrove Road. This has created huge hills of clay which are clearly visible from Walworth Road and are destroying our visual amenity of the Blue Mountains.</p> <p>In addition these hills are creating a severe dust issue in windy conditions irrespective of whether there is any truck movement or not. I believe that these stockpiles are to the north east of the Burley Road dust monitor and thus may well be missed from monitoring. If this development is approved I request that a condition of approval be that Austral Bricks is not permitted to add to its existing stockpiles from the Oakdale development.</p>	<p>It is noted that the stockpile referred to is on Austral land. There are presently no stockpiles on the subject site, therefore it is not appropriate for the subject site to be conditioned to control Austral's activities.</p>

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TABLE 7 – Jacfin	
#	Response
<p>Summary of Submissions</p> <p>1. <i>Jacfin supports the Oakdale Central proposal and has two concerns with the details provided.</i></p> <p><i>We note that Fairfield Council is seeking a 1% levy under Section 94 to fund ongoing maintenance of the new roadworks to be provided. It is our understanding that Section 94 is not intended to fund maintenance. Also as this proposal is for employment based development with onsite controls for stormwater we believe the very significant rate income the project will generate will be more than adequate for road maintenance. We recommend that that you deny the Fairfield Council request.</i></p> <p><i>The other item relates to the proposal to upgrade the section of Old Wallgrove Road from its junction with the EPLR south to the development site. The Goodman proposal is to upgrade that section of Old Wallgrove Road (OWR) "to form a sub-arterial road" (E.I.S.3.2.2). Also the design drawings in Appendix 7 indicate a somewhat narrow 4 lane divided carriageway road.</i></p> <p><i>It is the understanding of Jacfin that the Department is committed to early construction of the Southern Regional Road (Archibald Road extension) through the Jacfin property and across the SCA pipelines to give access to the southern development lands including Oakdale Central. Jacfin have committed to dedicating the section of that Regional Road within their property and fund the first stage of its construction. Accordingly the OWR section while permanent is only needed to provide sole access to the Goodman Oakdale Central Project as an interim measure and there is no need for it to be a 4 lane divided carriageway road.</i></p> <p><i>Clause 3.2.2 of the EIS also refers to 'agreement with the State</i></p>	<p>As previously discussed, a VPA applies to the entire estate which deals with the provision of Section 94A Contributions for future development. The funding arrangements in place are deemed sufficient to ensure that infrastructure is able to be provided having regard to nature and scale of development.</p> <p>In terms of the four lane road and Works in Kind (WIK), the following points are noted:</p> <ul style="list-style-type: none"> (a) The land is re-zoned south of the pipe and it needs a road connection; (b) Council agrees that two connections are needed; (c) Traffic studies carried out confirm that a sub-arterial road is required for the development; (d) It is noted that Jacfin agree that the road is currently inadequate for its purposes and for future development, however no diversion from the State Infrastructure Contributions should be permitted to cure the problem; (e) Current modelling confirms that at least two links are required, however there is ongoing debate as to the form of the two separate links; (f) There is no certainty as to the timing and delivery of the red archbold road link; (g) The development in its current form cannot proceed without a sub-arterial road connection; (h) To accept Jacfin's contention is to bring any development in the catchment to a halt until the red route is delivered; (i) Goodman has made an offer to contribute to the delivery of the red route to the extent of its total SIC contributions for both Oakdale Central and land further south. (j) In terms of the issue regarding redundant road works, this is only relevant if the road doesn't ever operate as part of the future road network.

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TABLE 7 – Jacfin

#	Summary of Submissions	Response
	<p>Government on funding obligations'. This proposal is enhanced in Section 6.3 where it is suggested that Works in Kind for commitments in the VPA will be used to fund the OWR upgrade. Jacfin supports the WIK offsets only for those parts of the proposal which form permanent works for the Southern Regional Road. Specifically construction of the intersection of OWR with the Southern Link Road should be offset against VPA obligations. Funding of the proposed 4 lane upgrade of OWR by WIK will divert funds otherwise available to fund the Regional Road link.</p> <p>It is disappointing that the designs depicted in Appendix 7 depict a temporary connection to OWR not the permanent intersection. Jacfin do not support the expenditure of WIK funds on temporary works and ask that in giving your approval to the project proposal you require the permanent intersection to be built and permit WIK offset for these works.</p> <p>The Department is aware that Jacfin are in the design and approval process for its section of the Regional Road and that AECOM are working for the Department on the section across the pipeline. WIK funds from both Goodman and Jacfin can be valuably allocated to ensure this Regional Roadway is completed as soon as possible.</p>	

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Oakdale Central – Horsley Park

Construction of Warehouse and Distribution Facilities - Lots 1C, 2B and 3

TABLE 8 – Sydney Catchment Authority

#	Summary of Submissions	Response
1.	<p><i>Protection of the Pipelines:</i> Development, especially major construction projects potentially can have impacts on the integrity of pipelines and service corridor. These impacts include changes in service corridors. These impacts include changes in drainage and stormwater that may increase flooding, subsidence and erosion; unauthorised breaches of the corridor; and actual damage to the infrastructure of the pipelines, particularly during construction.</p>	<p>The applicant considers that there are two issues implicit in this item being: (1) Design and; (2) Construction.</p> <p>1) The design will be finalised in consultation with SCA to ensure all requirements are met.</p> <p>2) A Construction Management Plan will be prepared and all necessary protection measures will be observed as part of the construction process.</p>
2.	<p><i>Operation and maintenance of pipelines:</i> Development proposals adjacent to, or crossing the pipelines, may impact on the SCAs ability to safely and effectively access the Pipelines for management and emergency purposes. The SCA needs to be able to maintain vehicle access to the Pipelines and service corridor to undertake operations and maintenance activities.</p>	<p>The importance of access to maintain the Pipelines is understood.</p> <p>The proposed design incorporates new access roads to the SCA assets which seek to provide a safe crossing and access points. While there may be some interruptions to access during the construction process, this will be controlled by the Construction Management Plan. In terms of the permanent access arrangements, we consider the proposed design satisfactory.</p>
3.	<p><i>Security and Public safety:</i> In the experience of the SCA, increased commercial, residential and transport development occurring adjacent or near to SCAs infrastructure has a direct correlation with and increased occurrence of security incidents. This includes trespass, malicious damage, rubbish dumping, arson, assault and threatening behaviour. The proximity of development can also have a detrimental impact on our ability to employ security measures of choice due to aesthetic, safety and other considerations. To counter such security risks, the SCA will incur an increase in costs as the development encroaches on the Pipelines through new security works, increased patrolling and response, maintenance of new barriers, repair of damaged barriers increased signage and lost time due increased incident investigation.</p>	<p>Safety and security issues derived from activity near SCA infrastructure are noted along with the potential adverse impacts on the infrastructure. Throughout construction and ongoing operation of the proposed Warehouse and Distribution Facilities, access will be maintained in accordance with SCA requirements. These conditions should form part of the Construction Management Plan, Traffic Management Plan and in perpetuity requirements of the development.</p>

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<p>4. <i>Protection of SCA Infrastructure</i> There is a risk of accidental damage to the SCAs Pipelines from Construction activities close to the SCAs land such as earthworks and building on Lot 3 or pile driving associated with the upgrade of Old Wallgrove Road. Once the project is completed, there will be a risk of damage to the Pipelines from vehicle accidents, particularly as the pad on the top of building pad on Lot 3 will be directly adjacent to and higher than No.1 pipeline and increased heavy vehicle traffic is expected along the upgraded Old Wallgrove Road. The SCA requests that any approval of this development includes the following conditions: The proponent shall:</p>	<p>No objection is raised to the recommended conditions to protect the SCA infrastructure. A Construction Management Plan and Traffic Management Plan will be prepared prior to the issue of a Construction Certificate to address the requirements of the conditions and ensure that all reasonable and feasible measures are observed during construction.</p>
<p>a) <i>Implement all practicable measures to prevent damage to the Sydney Catchment Management Authority's water supply infrastructure that may result from construction operation of the project;</i></p>	<p>Agreed</p>
<p>b) <i>Install temporary traffic barriers during construction wherever construction activities are undertaken immediately adjacent to the Pipelines Corridor ; and</i></p>	<p>Agreed</p>
<p>c) <i>Repair, or pay all reasonable costs associated with repairing Sydney Catchment Authority Infrastructure that is damaged by this project.</i></p>	<p>Agreed</p>
<p>d) <i>The proponent shall monitor vibration from any pile driving or similar work, in close proximity of the Sydney Catchment Authority's Pipelines and establish appropriate thresholds to ensure their structural integrity is not compromised.</i></p>	<p>Agreed</p>
<p>e) <i>The proponent shall install traffic barrier along the section of Old Wallgrove Road and other trafficable areas that are adjacent to the Sydney Catchment Authority Pipelines corridor, in particular the building platform for Lot 3. These barriers shall be designed to the appropriate standard to restrain B-</i></p>	<p>Agreed</p>

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	<p><i>Double vehicles and in consultation with Sydney Catchment Authority</i></p>	
5.	<p><i>Stormwater and Ground Water Management</i></p> <p><i>The EIS states that stormwater drainage has been designed to comply with the requirement that post development stormwater flows are no greater than pre-development stormwater flows. The SCA approach supports this approach to minimise flooding within the pipelines corridor downstream of the project and requests that any approval of this development includes an appropriate condition requiring post development stormwater flows to be no greater than pre-development stormwater flows where such flows enter the SCAs pipeline corridor.</i></p>	<p>It is noted that post development stormwater flows are not greater than pre-development stormwater flows as sufficient stormwater management measures are proposed by virtue of the bio-retention basins which will capture flows from the individual lots. It is accepted that a condition of approval should be imposed to this effect. Similar design treatments will be applied to the upgraded road.</p>
6.	<p><i>Operation and maintenance of the Pipelines</i></p> <p><i>Although there is no development work proposed within the Pipelines corridor, construction activities, in particular associated with the upgrade of Old Wallgrove Road, may impact on the SCAs ability to safely and effectively access the pipelines for corridor for management and emergency purposes. The SCA requests that any approval of this development includes the following condition:</i></p> <ul style="list-style-type: none"> ▪ <i>The Proponent shall ensure development activities associated with the Project are undertaken in a manner that does not restrict the Sydney Catchment Authority from operating and maintaining the Pipelines. This includes not restricting vehicle or machinery access to the pipelines corridor or along the existing roadway within the corridor.</i> 	<p>The potential impacts associated with the upgrade works on the SCA infrastructure are noted. Compliance with the recommended conditions is able to be achieved by virtue of a Construction Management Plan and in perpetuity requirements to ensure SCA can operate and maintain the Pipelines.</p> <p>The upgraded road design services SCA specific access roads to both sides of Old Wallgrove Road.</p>
7.	<p><i>Security Fencing</i></p> <p><i>The EIS identifies a requirement to construct a security fence along the Pipelines corridor. Security fencing is required to minimise the</i></p>	<p>As stipulated in the EIS, a commitment is made to construct fencing along the Pipeline corridor to restrict public access. Compliance with the recommended conditions is achievable with all relevant details of the fencing to be provided prior to the issue of Construction Certificate for the facilities. This will ensure the</p>

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<p><i>potential for the public to access the Pipelines and associated corridor. The SCA requests that the following condition be included in any approval for development.</i></p> <ul style="list-style-type: none"> ▪ <i>Fencing along the common boundaries between the site and Sydney Catchment Authority (SCA) Pipelines corridor shall be designed in consultation with the SCA and in accordance with AS/NZS1725:2003 – Chain Link Fabric Security Gates, Appendix A Type 2T-B/B.</i> ▪ <i>Any existing security fencing along the Sydney Catchment Authority Pipelines corridor that is damaged or requires replacement as a result of the construction or operation of the Project, shall be re-instated to SCAs requirements and with all responsible costs met by the proponent.</i> 	<p>design specifications are met and suitable security measures are provided.</p>
<p>8. <i>Incident Notification and Entry into Sydney Catchment Authority Land</i> <i>In order to ensure appropriate protection and management of the water supply infrastructure and timely response to incidents, the Sydney Catchment Authority requires notification of any incident of spill or fire within, or potentially affecting Pipelines corridor. Access to SCA lands is strictly prohibited, except as allowed by an access consent issued under clause 9 of the Sydney Water Management Regulation 2013. The SCA requests that the following conditions be included in any approval of development:</i></p> <ul style="list-style-type: none"> ▪ <i>Any incident, such as accident, spill or fire, that occurs in, or potentially affects, the Sydney Catchment Authority (SCA) Pipeline corridor shall be reported to the SCA on the SCAs Incident Notification Number 1800 061 069 (24 hour service) as a matter of urgency.</i> ▪ <i>The proponent, or any of its contractors, may only enter Sydney Catchment Authority land in accordance with an access consent</i> 	<p>Agreed</p>
<p>Agreed</p>	<p>Agreed</p>
<p>Agreed.</p>	<p>Matters related to incident notification and entry into Sydney Catchment Authority land shall be regulated by the recommended conditions. No objection is raised to the conditional requirements. All procedures and protocols will form part of the ongoing operational plan of management for the facilities.</p>
<p>Agreed.</p>	<p>Agreed.</p>
<p>Noted.</p>	<p>Noted.</p>

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	<p><i>issued under clause 9 of the Sydney Water Catchment Regulation 2013.</i></p>	
<p>9.</p>	<p><i>Old Wallgrove Road Upgrade</i></p> <p><i>The SCA has no in-principle objection to the proposed upgrade of Old Wallgrove Road. The SCAs key concerns in relation to the road upgrade are the protection of the Warragamba to Prospect Pipelines and associated infrastructure and safe vehicular access between SCA land and Old Wallgrove Road.</i></p> <p><i>The SCA requests the Department continue to consult with the SCA to ensure that access and asset protection are appropriately addressed in the final design of the Old Wallgrove Road upgrade.</i></p> <p><i>The SCA is particularly concerned with the design of access points and driveways into the Pipelines corridor. SCA operational vehicles and contractors traverse the length of the corridor in both directions, going from one section of the Pipelines Corridor to the other.</i></p> <p><i>The SCA is concerned that neither of the most recent plans provided by AT&L on behalf of Goodman (C354 dated 21-10-2013) or AECOM on behalf of the Department (6030.1100-03B-FIG-ST-0007) appears to allow vehicles to safely cross Old Wallgrove Road. The SCA requests the Department undertake a road safety assessment in relation to SCA access to SCA land safe vehicle crossing over Old Wallgrove Road.</i></p>	<p>In relation to the matters of the Old Wallgrove Road works, the design of the upgrade seeks to provide access off the upgraded road on both sides to enable SCA to access their pipeline. Given the level of demand expected, this arrangement is considered acceptable to facilitate safe and equitable access.</p> <p>While there is no priority crossing for the SCA vehicles, the access road has been designed in such a way that provides adequate site lines for traffic in both directions providing the SCA vehicles a safe crossing at the designated location.</p> <p>Prior to construction of the road, Goodman will submit to the satisfaction of the Director General, a Road Safety Audit and adopt the measures that the report identifies are necessary for incorporation into the final design of the access roads.</p> <p>Accordingly, the above measures are considered sufficient to address the concerns of SCA.</p>
<p>10.</p>	<p><i>The SCA remains concerned with the design of the entry/exit points between Old Wallgrove Road and the Pipelines corridor. Although the road design provides a right-hand turn bay to allow a safe turn westward from Old Wallgrove Road into SCA land, this is not our most frequent travel route. SCA's primary and most frequent traffic route is along the Pipelines corridor (in both directions), requiring direct crossing of Old Wallgrove Road. With the expected increase in heavy</i></p>	<p>The intersection configuration presented in the concept design provides for both southbound right turn and cross traffic movements. In addition, the geometric design will accommodate the future provision of traffic signals. A Stage 2 Preliminary Design Road Safety Audit of the concept design was completed and indicated the intersection layout should be assessed in terms of future vehicle movements. In response to this, during detailed design stage, additional investigations will be undertaken to determine the frequency and type of vehicle</p>

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<p>vehicle traffic, SCA anticipates it will become unsafe for vehicles to directly cross Old Wallgrove Road from one section of the corridor to the next. Consequently the only safe exit from SCA land will be to turn left and travel along Old Wallgrove Road until there is a safe location to do a u-turn or a turn in a side road. This will be a major problem for travel from the west, as TransGrid will not be happy with SCA vehicles doing a u-turn in their entrance. Hence SCA remains concerned with the current design of the entry points.</p>	<p>cross movements generated by SCA. These predicted cross carriageway movements, in combination with the traffic volumes projected to occur at project opening and within the short to medium term respectively, can then be assessed to determine whether amendments to the intersection design are warranted. The detailed road upgrade design will be subject to a Stage 3 Detailed Design Road Safety Audit which will again assess the proposed access arrangements along the road corridor.</p>
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TABLE 9 – NSW Department of Planning & Environment

Summary of Submissions	Response
<p>1. Number of Construction and operational staff to be employed</p>	<p>It is expected there will be approximately 2,100 construction workers throughout the construction phase and approximately 550-600 operational jobs upon completion of the facilities. Overall, the development will make a significant positive contribution to the Western Sydney region and provide for generational equity by virtue of long term employment opportunities in the warehousing and distribution sector.</p>
<p>2. How will the turning head integrate with the proposed location of the Southern Link regional road network?</p>	<p>The location of the proposed Southern Regional Link Road in relation to the proposed future roundabout is provided as an annexure to this submission (see Appendix C). As can be seen on the plan, the link road will be located to the south of the roundabout which will intersect the future estate road that will service Oakdale South. Due to the vertical alignment of the link road and existing topography, the estate road will pass underneath the future link road. The design of the future roundabout, estate and link road will co-exist to provide connectivity to the surrounding employment lands as they continue to emerge.</p>
<p>3. Details on bio banking within the estate. When and how to be carried out?</p>	<p>Bio-Banking is no longer proposed under this application. Should this be pursued in the future, it will be dealt with under a subsequent Section 96 Application following determination of the proposal.</p>
<p>4. If biodiversity lots are to be dedicated to Council?</p>	<p>The proposal has been prepared on the basis that the biodiversity lots will not be dedicated to Council.</p>

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5.	<i>If the internal road is to be dedicated to Council?</i>	It is proposed to dedicate the internal road to Fairfield Council.
6.	<i>Adequate details are required to be provided to DP&E, including relevant plans and documentation, to demonstrate that the proposed development on Lot 1C will not prevent the stormwater basins approved within the outer riparian zone (ORZ) of the Ropes Creek tributary from being planted with riparian vegetation.</i>	<p>A Riparian Zone Plan is attached in Appendix D, prepared by Site Image and which demonstrates that development on Lot 1C will not prevent the stormwater basins approved within the outer riparian zone (ORZ) of the Ropes Creek tributary from being planted with riparian vegetation.</p> <p>The basins have been approved by FCC and are being constructed in accordance with their requirements which include planting them out with the vegetation proposed in the VMP and the controlled activity permit. These basins and this documentation are not relevant to the SSDA.</p> <p>Modification 3 (MOD3) to MP08_0065 has been submitted to DP&E for consideration to include the stormwater infrastructure within Biodiversity Lot C. Subject to approval of this Modification, physical use of the bio-retention basin for stormwater detention purposes may be supported under the subject Part 4 SSD Application.</p>
7.	<i>Evidence is required that a Vegetation Management Plan (VMP) was prepared by a suitably qualified person and submitted to the NSW Office of Water for approval prior to any controlled activity commencing and that no works were carried out within 40m of the Ropes Creek tributary prior to a 'Controlled Activity Approval' being issued by the Office of Water.</i>	<p>The updated VMP prepared by Aecom dated 14 June 2014 (the original was approved by the Department on the 7 July 2011) and a subsequent CAP was issued by the OoW 5 March 2014. The CAP refers to all of the design plans and the VMP.</p> <p>Note, the date referenced in the CAP against the VMP is incorrect i.e. 14 January 2011, it should read 14 June 2011. Goodman has requested that this be corrected. A copy of the relevant information is attached in Appendix E.</p>
8.	<i>It is requested that the previous drainage concerns raised by Blacktown City Council are addressed. These require consideration as Blacktown will be the recipient of water discharge downstream</i>	<p>Goodman has specifically sought amendment to the <i>State Environmental Planning Policy (Western Sydney Employment Area) 2009</i> to permit the bio-retention basins within the E2 Zone. Accordingly it is requested that the Department of Planning and Environment consider this pending amendment to the Instrument and the fact that this will satisfactorily address impacts on downstream recipients. Further, Goodman will undertake water quality</p>

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		<p>treatment in accordance with the requirements of Fairfield Council which is the relevant local authority.</p>
9.	<p><i>Owners' Consent – is still outstanding from TransGrid and Sydney Catchment Authority (SCA). Landowner's consent is required prior to determination of the application.</i></p>	<p>Owners consent has now been provided from Transgrid and Austral. A formal consent letter from SCA is currently being prepared. Once finalised, these letters will enable DP&E to grant consent to the Old Wallgrove Road upgrade component of the proposal.</p>
10.	<p><i>Traffic Signals – Roads and Maritime Services (RMS) requires further justification to demonstrate how the 'warrants' will be achieved at this location. Please contact the RMS for further information: Pahee Rathan - A/Manager Strategic Land Use Network Management & Journey Management (02) 8849 2219.</i></p>	<p>Traffix have prepared a separate submission (as part of the addendum EIS - Appendix B) which investigates and addresses the following:</p> <ul style="list-style-type: none"> (a) The need for a dedicated right turn pocket from Old Wallgrove Road into the existing Transgrid site; (b) The need for a second right turn lane from Old Wallgrove Road into Erskine Park Link Road; and (c) The need for the signalisation of the Old Wallgrove Road / Millner Avenue Intersection. <p>The findings within this submission demonstrate how the 'warrants' will be achieved.</p>
11.	<p><i>Part E: Consultation – the consultation section includes consultation that was undertaken with RMS and Councils before the application was lodged in 2013. This section should be updated to include consultation that has taken place since that time</i></p>	<p>Part E of the Addendum EIS has been updated to include consultation that has occurred with RMS, Blacktown and Fairfield City Council's subsequent to lodgement SSD 6078, specifically in relation to the Old Wallgrove Road upgrade works.</p> <p>Attached as Appendix B in the addendum EIS for reference including revised design plans for the road.</p>
12.	<p><i>Statement of Commitments – an updated Statement of Commitments is required, and should include the commitments in the Addendum EIS (as well as other commitments made during the assessment process).</i></p>	<p>An updated Statement of Commitments is provided at Appendix B of this RTS, which includes the Old Wallgrove Road upgrade component of the proposal.</p>
13.	<p><i>Stormwater Drainage</i></p>	<p>A separate submission has been made in relation to MP08_0065 (MOD 3) to the Oakdale Central Estate Concept Plan (see Appendix A) which seeks consent</p>

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<ul style="list-style-type: none">▪ <i>Permissibility – As previously advised, it is recommended that Modification 3 (MOD 3) to the Concept Plan 08_0065 be amended to include the stormwater infrastructure located within the E2 zone (refer to my email of 27 June 2014 for further detail); and</i>▪ <i>Can you advise whether a legal mechanism would be required to allow stormwater drainage from the Estate Road (once dedicated to Council) to be managed within the privately owned Biodiversity Lots B & C.</i>	<p>for the following:</p> <p>(a) Amendment of the Concept Plan to include the stormwater drainage infrastructure contained within Biodiversity Lot C. Approval of this infrastructure in this location will effectively enable the bio basin to be considered for physical stormwater detention purposes under the subject Part 4 SSD application.</p> <p>The transitional arrangements under Schedule 6A of the Act for transitional Part 3A projects then enable development assessed under Part 4 that would otherwise be prohibited by an environmental planning instrument (as in this case), to be carried out with development consent (see clause 3B(2)(a)).</p> <p>Therefore, amendment of the Concept Plan so that it includes the bio-retention basin will allow approval to be granted under the Part 4 SSD Application for physical use of the basin for stormwater detention purposes.</p> <p>Advice has been sought in relation to the available legal mechanisms to allow stormwater drainage from the Estate Road (once dedicated to Council) to the privately owned Biodiversity Lots B & C.</p> <p>It is considered that the most suitable option is that the applicant will register on title an easement to drain water from the estate road to the detention basins marked "X" on the attached plan (refer Appendix G) at no cost to the road authority.</p>
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PART D CONCLUSION

This RTS provides a response to each item raised by the public and agencies during exhibition. As demonstrated, the proposal can be undertaken without resulting in unacceptable environmental impacts.

Based on the findings of the Environmental Assessment, this RTS and the supporting documentation, it is recommended that the proposal be supported by the Department of Planning and Infrastructure, subject to appropriate conditions