

Response to Submissions
DEXUS Estate Industrial Park Project
Greystanes Southern Employment Lands
August 2009



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1 INTRODUCTION

DEXUS Funds Management Limited (DEXUS) is proposing to develop an industrial park on a 47 hectare portion of the Greystanes Southern Employment Lands (Greystanes SEL). The Environmental Assessment for the project was publicly exhibited by the Department of Planning from 17 June to 20 July 2009.

This Response to Submissions document has been prepared by DEXUS to provide a response to the key issues raised in submissions.

2 SUBMISSIONS SUMMARY

A summary of the submissions received during the exhibition period is presented in the following table.

Table 1: Summary of Submissions

Stakeholder	Stance	Issues Raised	Issue Specifics
Agency Submissions			
Department of Planning (Urban Design)	Does not object	Layout and design	<ul style="list-style-type: none"> Streetscape to Reconciliation Drive (esp. large buildings) Quality of finishes Sunshading Screening and treatment of warehouse roofs
		Landscaping	<ul style="list-style-type: none"> Quality of landscape design implementation Landscape design of perimeter swale
Department of Environment and Climate Change	Does not object	None	<ul style="list-style-type: none"> None
Department of Water and Energy	Does not object	Soil and water	<ul style="list-style-type: none"> Perimeter drains and Widemere East detention basin
Heritage Branch	Does not object	Non-indigenous heritage	<ul style="list-style-type: none"> Impacts on Prospect Hill SHR acceptable on balance Works to comply with project's visual impact assessment
Roads and Traffic Authority	Does not object	Traffic and parking	<ul style="list-style-type: none"> Reconciliation Drive traffic signals Public transport/cycleway details Access and circulation (inc. swept paths) Car parking provision and bicycle facilities Construction traffic management
Ministry of Transport	Does not object	Traffic and parking	<ul style="list-style-type: none"> Workplace Travel Plan and encouraging public transport Bicycle facilities Car parking provision
Holroyd Council	Objects	Traffic and parking	<ul style="list-style-type: none"> Completion of southern cut of Reconciliation Drive Additional traffic assessment and plans Access and circulation (inc. swept paths)
		Layout and design	<ul style="list-style-type: none"> Streetscape to Reconciliation Drive (esp. large buildings) Setbacks Road and park names
		Non-indigenous heritage / Visual	<ul style="list-style-type: none"> Impacts on Prospect Hill SHR (photomontages requested)
		Socio-economic	<ul style="list-style-type: none"> Child care centre

Stakeholder	Stance	Issues Raised	Issue Specifics
Fairfield Council	Objects	Traffic and parking	• Completion of southern cut of Reconciliation Drive
		Greenhouse gas and energy efficiency	• Energy Management Plan and solar panels
Blacktown Council	Does not object	Traffic and parking	• Reconciliation Drive and Boral's proposed modification
Public Submissions			
Vic and Lorraine Emerton	Does not object	Traffic and parking	• Traffic in residential areas
William Jackson	Objects	Traffic and parking	• Traffic on Batu Wargun Drive
		Noise	• Increased noise
		Soil and water	• Inadequate drainage and potential groundwater contamination
Kelvin C Tang	Objects	Non specific	• Non specific

3 CONSIDERATION OF ISSUES

A detailed consideration of the issues raised in submissions is presented in the following sections.

3.1 Layout and Design

The Department of Planning (the Department) and Holroyd Council made comment regarding the layout and design of the *DEXUS Estate*.

The Department noted that the general layout works well and the buildings generally demonstrate a good level of articulation, whilst Holroyd Council did not comment on the overall layout.

The key specific issues raised by the Department and Holroyd Council are considered in the following subsections.

Streetscape to Reconciliation Drive

Both the Department and Holroyd Council commented on the importance of the streetscape to Reconciliation Drive, recommending that these buildings be well articulated. Holroyd Council raised particular concern regarding the 'overly bulky elevation' of the proposed building on Lot 1, but also noted that other buildings fronting Reconciliation Drive need to provide an activated streetscape and not present as the rear (loading areas) or service areas of the buildings. Council noted that these matters could be addressed prior to issue of construction certificates for the buildings.

DEXUS recognises and shares the Department's and Council's views regarding the importance of presenting a quality streetscape to Reconciliation Drive, as well as other streetscapes to internal roads.

In this regard, the EA includes broad urban design and architectural design packages as well as a commitment to preparing detailed architectural design plans for all buildings, in consultation with Holroyd Council and to the satisfaction of the Director-General, prior to the construction of all buildings (see Commitment 1.3.1).

Given that the specific end-users of the facilities – who will have their own requirements and tastes regarding articulation – is not known at this time, it is considered appropriate that detailed articulation be addressed prior to the relevant building works, as per the current commitment.

Finishes and Fenestration

The Department commented on the need for high quality finishes and appropriate sunshading on all fenestration.

DEXUS agrees with these principles and notes that the architectural and urban design packages in the EA include a schedule of external finishes for the buildings. It is considered that the existing commitment to preparing detailed architectural design plans adequately addresses the need for further consideration of finishes and fenestration, prior to the construction of relevant buildings (see Commitment 1.3.1).

In particular, it is noted that the existing commitment includes a commitment to achieving the design excellence standards in the Major Projects SEPP, including achieving a *'high standard of architectural design, materials and detailing appropriate to the building type and location'*.

Warehouse Roof Treatment

The Department noted that, because the warehouse roofs would be visible from surrounding ridges, they should be designed to avoid monotony while ensuring that penetrations and services are carefully arranged and/or screened.

DEXUS agrees with these comments. To ensure that the warehouse roof treatment is adequately addressed during detailed design, DEXUS has amended Commitment 1.3.1 to specifically include reference to design of roofs and screening of roof services.

Setbacks

Holroyd Council raised concern regarding the proposed small non-compliance with the prescribed 7.5 metre setback for the buildings on Lots 14 and 15. Council requests compliance with the prescribed setback, but does not elaborate on any (merit-based) reasons for this request.

The proposed reduced setback to 3 metres at the rear (ie. eastern side) of the site, adjacent the quarry walls, is considered in Section 4.3 of the EA.

As discussed in the EA, most of the project buildings along this frontage would be set back well in excess of 3 metres, however the orientation of the lots means that some building corners (as well as some hardstand) would extend to within 3 metres of the boundary.

It is considered that a reduced setback of 3 metres along this road frontage would not result in any adverse impacts, and would therefore be consistent with the aims and objectives of the Greystanes SEL concept plan, as:

- the reduced setback only occurs at the rear of the site (up against the quarry walls), which is not visible from any public area apart from the internal road itself, which would only service the industrial users of the estate;
- the reduced setback only occurs on relatively small portions of the road frontage, with large portions where the setback is significantly greater; and
- the eastern side of the road in this location would be open space, thus providing ample visual relief and helping to reduce visual bulk.

Accordingly, as the reduced setbacks along this road would not result in any adverse impacts, it is considered that Holroyd Council's request for a 7.5 metre setback along this road is not warranted when considered on merits.

Road and Park Names

Holroyd Council requests that all road and park names be removed from the plans prior to project approval.

The EA notes that the internal roads are only nominally identified as Bellevue Circuit and Basalt Road. (It is noted that the road names were supplied by Holroyd Council during initial consultation for the project).

It is considered that the nominated roads (the parks are not named in the EA) would not prejudice the final names for the roadways, which are named subject to a separate statutory process. Therefore, it is considered that submission of a revised set of plans (which would act to confuse the references to the roads in the EA) is not necessary or warranted.

Landscape Design Quality

The Department commented on the need to ensure that the cohesive landscape plan presented in the urban design package and landscape masterplan in the EA is realised in the implementation of the development.

DEXUS agrees and notes that the EA includes a commitment to preparing detailed landscape plans for individual buildings works in consultation with Holroyd Council and to the satisfaction of the Department, in a manner that is consistent with the landscape masterplan (see Commitment 1.3.2).

The Department also noted that the landscape design for the perimeter drainage swale is not detailed in the landscape masterplan. DEXUS notes that the perimeter drainage swale is outside the *DEXUS Estate* and does not form part of the project. Construction of the perimeter drains has been approved as part of Boral's project approval for the wider Greystanes SEL.

3.2 Traffic and Parking

The RTA, Holroyd Council, Fairfield Council and Blacktown Council made comment on issues relating to traffic and parking. Consideration of the specific issues raised is presented below.

Completion of the Southern Connection of Reconciliation Drive

All of the Councils raised concern about the completion of the southern connection of Reconciliation Drive to Davis Road, Wetherill Park, recommending that the connection be completed prior to construction of buildings on the *DEXUS Estate*.

It is clear that the Councils' concerns are fundamentally related to the wider concept plan for the Greystanes SEL, and in particular Boral's current proposed modification (ie. Modification 2 to MP 06_0181) which seeks to modify the alignment of the southern connection.

Reconciliation Drive, including its southern connection, does not form part of the *DEXUS Estate* project, and as explained below, the *DEXUS Estate* project does not rely on the completion of the southern connection.

As such, it is considered that there is no valid reason for requiring the completion of the southern connection prior to construction of buildings in the *DEXUS Estate*. Council's issues with the southern connection will need to be resolved separately as part of Boral's current modification proposal, not the *DEXUS Estate* project.

To provide some background to this issue, Boral's concept plan for the Greystanes SEL includes provision for the staged extension of Reconciliation Drive from the north of the SEL to the south, ultimately to connect to Davis Road, Wetherill Park.

Boral's proposed modification currently being assessed by the Department seeks to amend the alignment of the southern connection, predominantly because of the prohibitive cost of constructing the road on the approved alignment, along with issues relating to acquisition of the land along the approved alignment.

The Councils have strongly objected to Boral's proposed realignment of the southern connection, predominately due to flooding and other environmental concerns associated with the realigned road.

The Councils appear to be using the *DEXUS Estate* project for leverage in their objection to Boral's modification, citing Statement of Commitment No. 24 of the Greystanes SEL concept plan in which Boral commits to constructing the southern connection from the Widemere to Davis Road, '*prior to the commencement of construction of buildings within the business park*' (our emphasis). Accordingly, the Councils argue that the southern connection should be completed prior to construction of any buildings in the *DEXUS Estate*.

However, the *DEXUS Estate* does not form part of the business park within the Greystanes SEL, which is located on the western side of Reconciliation Drive (see Figure 2.3 of the EA). Rather, the *DEXUS Estate* forms part of the industrial park within the SEL.

Boral's commitment to constructing the southern connection prior to construction of the business park is based on the original traffic assessment for the concept plan (SKM, October 2006), which determined that a large portion of the SEL could be developed before the southern connection would be required (nominated as 'Stage 7' of 8 stages in the traffic assessment). The original traffic assessment states:

"Prior to release of Stage 7, it will be necessary to open Reconciliation Drive through the southern cut to Widemere Road and Wetherill Park. This arises due to capacity constraints on Reconciliation Drive carrying all traffic from Stages 1 to 6, as well as increasing demand on Greystanes Road from this indirect access. It is only at this point that the enhancement of network capacity to the south of Greystanes in Fairfield should be undertaken."

Therefore, it is considered that there is no justification for requiring the southern connection to be completed prior to the construction of buildings in the *DEXUS Estate*.

It is noted that, at the date of this report, Boral has almost completed the construction of Reconciliation Drive (4 lanes) through the SEL and terminating at Widemere.

Reconciliation Drive Traffic Signals

The RTA commented that its Deed of Agreement with Boral for the construction of Reconciliation Drive does not include the installation of traffic signals on Reconciliation Drive at the 3 intersections with the *DEXUS Estate* internal roads, and that DEXUS would need to install the traffic signals unless it can be demonstrated that another party (ie. Boral) will install the traffic signals.

DEXUS notes that the EA includes a commitment to constructing the intersections with Reconciliation Drive to the satisfaction of the RTA prior to the commencement of construction of any building that requires access from that intersection (see Commitment 1.3.14).

It is considered that this commitment would ensure that the issue of responsibility for the intersection signalisation is resolved in a timely manner, and before access from the intersections is required. DEXUS has amended the commitment slightly to:

- clarify its intent regarding responsibility for the intersection works; and
- allow the works to be completed prior to building occupation, which would allow the roadworks to be undertaken in tandem with building construction within the *DEXUS Estate*.

Additional Traffic Assessment – Circulation and Access

Holroyd Council requested that a traffic report and traffic plan be prepared for the project. Both RTA and Holroyd Council recommended that swept path analysis be provided, while Council also requested detailed road carriageway information.

It is noted that the EA includes a specialist traffic assessment, undertaken by Colston Budd Hunt and Kafes Pty Ltd (see Appendix K of the EA). The assessment supplements and builds on the comprehensive traffic assessments already undertaken for the Greystanes SEL, and includes consideration of traffic generation, the internal road network and the intersections with Reconciliation Drive. The assessment demonstrates that the *DEXUS Estate* project is consistent with the traffic planning for the wider SEL.

Accordingly, DEXUS does not believe that an additional traffic assessment is necessary or warranted.

Holroyd Council requested that the traffic report demonstrate that the project would not affect the performance of the transitway and bus route and provide details of entry/exit treatments at the intersections with the transitway (which is outside the *DEXUS Estate*).

DEXUS notes that the project does not seek to change the intersection locations on Reconciliation Drive as already approved, and that the project is expected to generate considerably less traffic than was originally assumed for the *DEXUS Estate* site. Accordingly, the project is not expected to have any adverse impacts on the operation of the transitway and bus route. Details of any specific entry/exit treatments at the intersections would be provided during detailed design for the internal roadways. In this regard, the EA includes commitments to designing and constructing the internal roads in accordance with the relevant Australian standards (see Commitment 1.3.13) and to the satisfaction of Council (see Commitment 1.3.14).

Similarly, DEXUS does not believe that a detailed traffic plan (showing detailed signage, traffic devices and linemarking), as recommended by Holroyd Council, is necessary or warranted at this stage. These matters can be readily managed as part of the detailed design for the internal roadways which, as stated above, would be undertaken to the satisfaction of Council.

Council also recommends that the site plans include detailed information of the road carriageway design.

The proposed internal roadway design is outlined in Section 3.5.1 of the EA, which states that the internal roads would be designed generally in accordance with the 'local road' carriageway designs already approved under the Greystanes SEL concept plan. The local road design comprises a 20 metre road corridor with 4 lanes (2 traffic lanes plus parking lanes), with footpaths on both sides of the road verges. The local road profile approved in the concept plan is shown in Figure 3.6.7 of the Greystanes SEL Urban Design Plan.

As outlined in the EA, the only departures to the approved local road standard would be:

- the eastern end of Basalt Road, which is proposed to be accommodated within an expanded 23 metre corridor to allow a 3 metre landscaped median to improve amenity; and
- the western section of Basalt Road adjacent Reconciliation Drive, which would be accommodated within an expanded 30 metre corridor, in accordance with the 'estate boulevard' design in the concept plan (see Figure 2.8 of the EA).

DEXUS believes that these existing plans and figures provide an adequate level of detail of carriageway design at this stage. As stated above, DEXUS has committed to designing and constructing the internal roads to the satisfaction of Council.

With regard to swept path analysis, it is noted that the existing architectural site plans already include swept paths on the plans through most of the estate (see Appendix D of the EA). The swept paths shown are based on an Articulated Vehicle, with additional B-double swept paths shown on the larger buildings on Lots 1 and 2.

Further to the detail shown on the plans, DEXUS notes that an inside (kerb) radius of 18 metres has been adopted on the north-east corner of Bellevue Circuit and the intersections to Basalt Road; a 58 metre inside radius has been adopted to the south of Bellevue Circuit; and a 13 metre radius has been adopted to all service road accesses. These radii satisfy the requirements in the Australian Standard (AS 2890.2), which sets a minimum design turning radius for Articulated Vehicles of 12.5 metres. The radii also satisfy the RTA's minimum design turning radius for B-doubles, which is also 12.5 metres.

In addition, the internal (private) cul-de sacs servicing individual lots on Superlots B and C are 32 metres in diameter. This satisfies AS 2890.2, which sets a swept circle for an Articulated Vehicle of 26.6 metres.

Notwithstanding the above, to ensure that truck access and circulation is appropriately considered during detailed design, DEXUS has amended Commitment 1.3.1 (which commits to preparing detailed building design plans to the satisfaction of the Director-General) to include swept path analysis on the detailed building plans.

Truck, Car and Pedestrian Access

The RTA noted that adjacent but separate driveways for truck and car access have been provided for Lots 1-3 and 17-19[sic], which increases the crossing/conflict point for pedestrians walking on the footpath. Notwithstanding, the RTA noted that pedestrian and truck paths must be separated.

Separate access driveways are proposed for the loading areas and car parking areas for each of these industrial lots in order to provide for security access control, safe vehicular access and improved pedestrian safety. This is in accordance with the RTA's guidelines for traffic generating developments, which recommends separate driveways for staff parking and loading area access for road transport facilities and large industrial developments.

It should be noted that the design of the access driveways would be in accordance with design requirements set out in the Australian Standard for commercial off-street car parking facilities (AS2890.2-2002), as per Commitment 1.3.13. The access driveways would provide for safe pedestrian movements, appropriate sight lines, provision of appropriate on-site queuing and ensuring that all vehicles enter and exit the lots in a forward direction.

As set out in the EA, a pedestrian and cycle network would be included on the internal roads (in accordance with approved local road design in the concept plan) to maximise clear and unobstructed sightlines at all access driveways and crossing locations. In this regard, all roads

within the *DEXUS Estate* will provide footpaths on both verges and all paths and crossings will be designed in accordance with the Australian Standard AS1428.

The RTA also noted that the internal truck routes from the access driveway to loading areas in Lots 9-11 are unclear. DEXUS confirms that shared truck/car access to Lots 9-11 is proposed from Basalt Road, Bellevue Circuit and via a separate service road off Bellevue Circuit, as indicated on the design plans. Truck paths and pedestrian facilities would be separated through the provision of pedestrian paths adjacent the building and/or through positioning of car parks adjacent to the offices (as indicated on the plans).

Traffic in Residential Areas

Two public submissions raised concerns and/or queries regarding the potential increase in traffic through residential areas.

The project does not involve any traffic movements through residential streets. Further, the traffic assessment in the EA indicates that the project would generate considerably less traffic than what was previously assessed for the site in the approved Greystanes SEL concept plan.

Accordingly, it is considered that the project would not result in any significant traffic impacts on residential streets surrounding the SEL.

Car Parking Provision

The Ministry of Transport recommended that consideration be given to reducing the car parking provision to encourage public transport use.

DEXUS notes that the *DEXUS Estate* has been designed to achieve the minimum parking requirements in the Major Projects SEPP and the Greystanes SEL concept plan approval. It is considered that any reduction in parking provision may be met with resistance from the Councils and/or the RTA and Department.

Public Transport, Bicycle Facilities and Sustainable Transport

The RTA recommended that public transport (buses) and cycleway provision be provided to the satisfaction of Council, the RTA and other relevant agencies.

DEXUS notes that the bus transitway and cycleway are located within the Reconciliation Drive/Transitway corridor, outside the *DEXUS Estate* (see Section 2.3.4 of the EA for a description). Boral has already committed to constructing and/or contributing to these works as part of the wider Greystanes SEL concept plan and project approval (see Section 4.4 of the EA).

The Ministry of Transport recommended that a Workplace Travel Plan be prepared for the project to encourage mode shift to sustainable transport, along with consideration of car share schemes and employee incentives. The Ministry also requested that the commitment to providing bicycle facilities include specific reference to the provision of showers and lockers.

DEXUS does not object to the preparation of Workplace Travel Plans for the project, but notes that the buildings will be operated by a number of different end-users which are not known at this time. These end-users will have their own requirements and preferences regarding workplace travel programs and employee incentives, and therefore a global Workplace Travel Plan for the *DEXUS Estate* is not considered appropriate.

Further, given that the key measures for encouraging sustainable transport use have been resolved as part of the *DEXUS Estate* project and/or the wider Greystanes SEL project, DEXUS

questions the need for individual Workplace Travel Plans. These key sustainable transport measures servicing the SEL and *DEXUS Estate* include the:

- bus transitway infrastructure within the Reconciliation Drive corridor;
- cycleway infrastructure within the Reconciliation Drive corridor;
- pedestrian infrastructure, including the provision of footpaths to both verges for all local roads within the *DEXUS Estate*; and
- provision of bicycle facilities for buildings within the *DEXUS Estate*.

With regard to bicycle facilities, DEXUS notes that the EA includes a commitment to providing suitable parking for bicycles and associated facilities such as change rooms for all buildings (see Commitment 1.3.16). DEXUS has amended the commitment to include reference to lockers and showers (where space permits), in accordance with the Ministry of Transport's recommendation.

Construction Traffic Management Plan

The RTA recommended that a Demolition and Construction Traffic Management Plan be prepared prior to the issue of relevant construction certificates.

Given that the site has been an operating quarry for many years; that it enjoys direct access to the arterial road network in a manner that avoids residential areas; and that the required internal road infrastructure will be in place prior to the commencement of relevant building works, DEXUS does not believe that such a requirement is necessary for the project.

3.3 Non-Indigenous Heritage and Visual

The key heritage issue associated with the project is the visual impact on views to and from the Prospect Hill State Heritage Register (SHR) area.

The Heritage Branch considered that the predicted impacts on the SHR area on balance are acceptable, and recommended a condition requiring the project to be undertaken in accordance with the management principles in the visual impact assessment for the project (Appendix I of the EA).

DEXUS notes that the project has been designed in accordance with the management principles and conclusions of the visual assessment report.

Holroyd Council requested that photomontages be prepared demonstrating that the 40 metre high buildings proposed do not extend above the Prospect Hill ridgeline, when viewed from the locations indicated on Map 3 in the visual assessment report.

DEXUS notes that a viewpoint analysis from locations surrounding the site is provided in Section 2.3 of the visual assessment report, and that plates showing the perspectives from the locations indicated on Map 3 are provided in Appendix A of the visual assessment report.

Further, Figure 6.3 of the EA (which is a reproduction of Plan MP08.02/C in Appendix D of the EA) provides sections showing sightlines across the *DEXUS Estate* site from the Prospect Hill SHR ridgeline and residential areas in Nelsons Ridge.

In addition, the architectural and urban design packages in the EA include a number of 3-D perspectives which show the *DEXUS Estate* in context with the surrounding area.

DEXUS believes that these figures, along with the detailed consideration provided in the visual assessment and EA, provide an adequate level of detail to enable the assessment of the potential impacts on the Prospect Hill SHR.

The sightlines (Figure 6.3 of the EA) demonstrate that the proposed 40 metre buildings would not be visible from the residential areas in Nelsons Ridge, with views blocked by the Prospect Hill SHR ridge and vegetation on it.

There would be views to the proposed buildings from the Prospect Hill SHR ridgeline itself (ie. from Mar-Rong Reserve), which are unavoidable given that the ridge essentially forms the top of the eastern batter of the former quarry.

The visual assessment notes that the proposed 40 metre high buildings would form part of the foreground of some of the views from this ridge. The assessment also notes that the proposed buildings would be a similar height to the existing (and planned) industrial buildings directly to the north of the *DEXUS Estate* site, which are built on significantly higher ground levels.

These existing buildings are shown on the site sections in Figure 6.3 of the EA. As shown on the plan, and described in the EA, the potential 40 metre high building on the *DEXUS Estate* adjacent the Prospect Hill SHR area would have a similar height (ie. RL 100.0 metres) as the existing Cadbury-Schweppes warehouse directly to the north (ie. RL 100.0 metres), which is much closer to the important viewing locations within the SHR area (see Figure 6.2 of the EA).

There would also be views of the proposed buildings from the Prospect Reservoir lands to the west of the Greystanes SEL, however the visual assessment notes that the proposed buildings would be seen within the context of existing industrial buildings within the NEL, and would not extend above the Prospect Hill SHR ridgeline when viewed from the reservoir lands.

Given these findings, and the considered analysis provided in the visual assessment on the potential impacts on the Prospect Hill SHR, DEXUS does not believe that the preparation of additional photomontages is necessary or warranted.

Importantly, DEXUS notes that the Heritage Branch is satisfied that, on balance, the project's impacts on the Prospect Hill SHR area are acceptable.

3.4 Soil and Water

The DWE noted that works proposed as part of the project must not obstruct the free drainage of seepage water to the Widemere East collection basin or the perimeter trench drains. Further, one public submission objected to the project due to inadequate drainage and potential contamination of groundwater.

DEXUS notes that the project has been designed in accordance with the approved Stormwater Management Strategy and Groundwater Management Strategy for the Greystanes SEL (see Section 6.5 of the EA), and would not affect drainage to, or operation of, the perimeter drains or the Widemere East collection basin.

As discussed in Section 6.5 of the EA, the project does not entail a significant risk of groundwater contamination, given that the project involves general warehousing and distribution activities.

3.5 Noise

One public submission objected to the project due to an increase in noise.

Consideration of noise impacts is provided in Section 6.5 of the EA. As discussed, the project is expected to comfortably comply with the applicable noise criteria at surrounding residential receivers (ie. at Nelsons Ridge).

3.6 Greenhouse Gas and Energy Efficiency

Fairfield Council recommended that any approval for the project include a condition requiring an Energy Management Plan to be prepared, including consideration of alternative energy sources such as solar power and potential for third party access to roofs for solar generation.

As outlined in Section 3.6.2 of the EA, the *DEXUS Estate* project has adopted the energy conservation measures outlined in the Greystanes SEL concept plan, including:

- orienting buildings to minimise energy as far as practicable;
- maximising natural lighting;
- maximising cross ventilation;
- use of glazing, eaves or shading to protect windows from summer sun;
- insulation of offices;
- use of low energy lighting where possible;
- use of low embodied energy materials wherever appropriate and practical; and
- use of energy efficient plant, equipment and appliances.

Further, the EA includes a commitment to carrying out the project generally in accordance with the recommendations of the Energy and Greenhouse Gas Assessment contained in Appendix J of the EA, which is based on the above measures (see Commitment 1.3.12).

3.7 Socio-Economic

Holroyd Council noted that Boral's commitments for the Greystanes SEL concept plan include a commitment to a 40 place child care centre within the SEL. As no child care centre is proposed as part of the *DEXUS Estate* project, Council remarked that the child care centre must be provided somewhere in the remainder of the SEL.

DEXUS acknowledges Council's comments, and notes that the Urban Design Plan for the Greystanes SEL concept plan proposes that the child care centre be situated in the business park precinct of the SEL (which is outside the *DEXUS Estate*), rather than in the industrial park.

APPENDIX A