



**MAJOR PROJECT ASSESSMENT
GREYSTANES SOUTHERN EMPLOYMENT
LANDS (MP 06_0181)**



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

July 2007

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1 EXECUTIVE SUMMARY

Boral (the proponent) is proposing to redevelop the Greystanes Southern Employment Lands (Greystanes SEL) as an industrial and business park precinct. The Greystanes SEL site, located near the M4 and M7 Motorways, has until very recently been an operating quarry. To facilitate the proposal, a Concept Plan (in the order of **\$348 million** capital investment value) was lodged under Part 3A of the Environmental Planning and Assessment Act 1979. When lodging the Concept Plan, the proponent concurrently lodged an early works project application (**\$65.1 million**) for the subdivision and site works. This report considers both the concept plan and project application.

State Environmental Planning Policy No. 59 – Central Western Sydney Economic and Employment Area (SEPP 59) predominantly zones the site Employment Zone. A small portion of the site is zoned Residential under the same Policy. The industrial component of the proposal is **permissible** with development consent and by virtue of this the Minister can approve a concept plan for the entire proposal under the provisions of Part 3A of the Environmental Planning and Assessment Act, 1979.

The business park component is currently prohibited development under the SEPP 59 planning controls. Accordingly, the Department will shortly be recommending the Minister nominate the Greystanes SEL site as a State Significant Site in Schedule 3 of the Major Projects SEPP. This process will implement a new planning regime for the site that will reconcile the underlying land use controls with the development proposed by this Concept Plan.

The Concept Plan seeks approval for:

- **An industrial precinct comprising 76 lots, one of which be used for the purposes of hotel accommodation;**
- **97,500m² gross floor area (GFA) for the purposes of a business park;**
- **6,500m² of retail uses (located within the business park in addition to the business park GFA), comprising a supermarket (maximum 2,500m²), tavern (maximum 2,000m²) and other service retail (maximum 2,000m²);**
- **0.75:1 floor space ratio within the industrial precinct;**
- **car parking rates for the proposed office, retail, industrial and warehouse uses as follows:**
 - **Office** **1/40m²**
 - **Retail** **1/20m²**
 - **Industrial** **1/77m²**
 - **Warehouse** **1/300m²**

The redevelopment of the **156 hectare site** is **expected to generate up to 2700 construction jobs and up to 8,000 operational jobs. The project application will provide 350 construction jobs.**

On 7 February 2006, the Minister formed the opinion that the project is a development to which Part 3A applies. Public exhibition was from **23 November 2006 to 22 December 2006**. The Department received **10 public authority submissions (Parramatta City Council, Holroyd City Council, Blacktown City Council, Fairfield City Council, NSW Heritage Council, former Department of Environment and Conservation, Department of Natural Resources, Sydney Water, Ministry of Transport and Roads and Traffic Authority)**, and **two (2) submissions from adjoining landowners / community members**. Fairfield City Council, Holroyd City Council and Blacktown Council also made several joint submissions during assessment of the proposal.

The most significant issues raised were the **strategic context and appropriateness of the business park; quantum of retail service uses; traffic generation and management; car parking provision; and delivery and servicing of Strategic Bus Corridor No. 43.** Developer contributions, groundwater and stormwater

impacts, heritage, ESD principles and construction impacts were also raised in submissions. The revised scheme proposed by the preferred project report is a direct response to these issues.

The proponent lodged a preferred project report, response to issues, and a revised statement of commitments on **21 June 2007**. This was used as an opportunity to address issues raised during the exhibition period. The preferred project proposes a number of significant amendments to the Greystanes SEL proposal, including: **reductions in business park GFA (-2,500m²) and retail GFA (-8,500m²), density in the industrial precinct (-0.25) and car parking rates for business park and retail uses.**

The preferred project report also seeks to amend the subdivision project application from the exhibited proposal, particularly with respect to the creation of two super lots; revised staging; and construction of a four lane road through the Greystanes SEL (to replace two lane road exhibited) to reflect the Deed of Agreement Boral has entered into with the RTA.

The Department's view is that the revised scheme, and combination of statements of commitment made by the proponent together with supplementary conditions of approval, will effectively mitigate and manage all issues within acceptable environmental limits.

Redevelopment of the Greystanes site will secure **significant economic investment** benefiting the greater metropolitan region and the State. The strategic need for the proposal is readily justified through the Greystanes SEL seeking to increase employment opportunities and protect employment lands; positive benefit to the New South Wales economy in terms of employment, by providing up to 8,600 jobs and contributing to the creation of 500,000 extra jobs across the Western Sydney Employment Hub over the next 25 years consistent with the Government's strategic plans; the site's proximity to the M4 and M7 Motorways will reduce cost to the Government by utilising existing transport infrastructure; the Greystanes SELs proximity to the proposed north-south transit way will reduce travel time and consequently reduce greenhouse gas emissions by virtue of public transport availability.

The Greystanes SELs site is of significance for environmental planning for the State in regards to satisfying Priorities listed in the *NSW State Plan – A new direction for NSW*. These priorities and the way in which the Greystanes SELs site satisfies them are as follows:

- **Priority P1** (Increased business investment): Greystanes SELs will contribute to valuable employment lands and business investment in Sydney to ensure its competitiveness in comparison to other States.
- **Priority E5** (Jobs closer to home): Greystanes SELs satisfy Priority E5 by providing opportunities for increased employment generating activities in proximity to residential areas in Western Sydney, next to a strategic bus corridor.

The Department **recommends that the Concept Plan application be approved** subject to the imposition of the modifications set out in Appendix A. In granting project approval for the requested early works, the Department has also formed the view that the **construction of the O'Brien Building can proceed without further assessment** and therefore **recommends concurrent project approval** subject to the conditions in Appendix A.

2 BACKGROUND

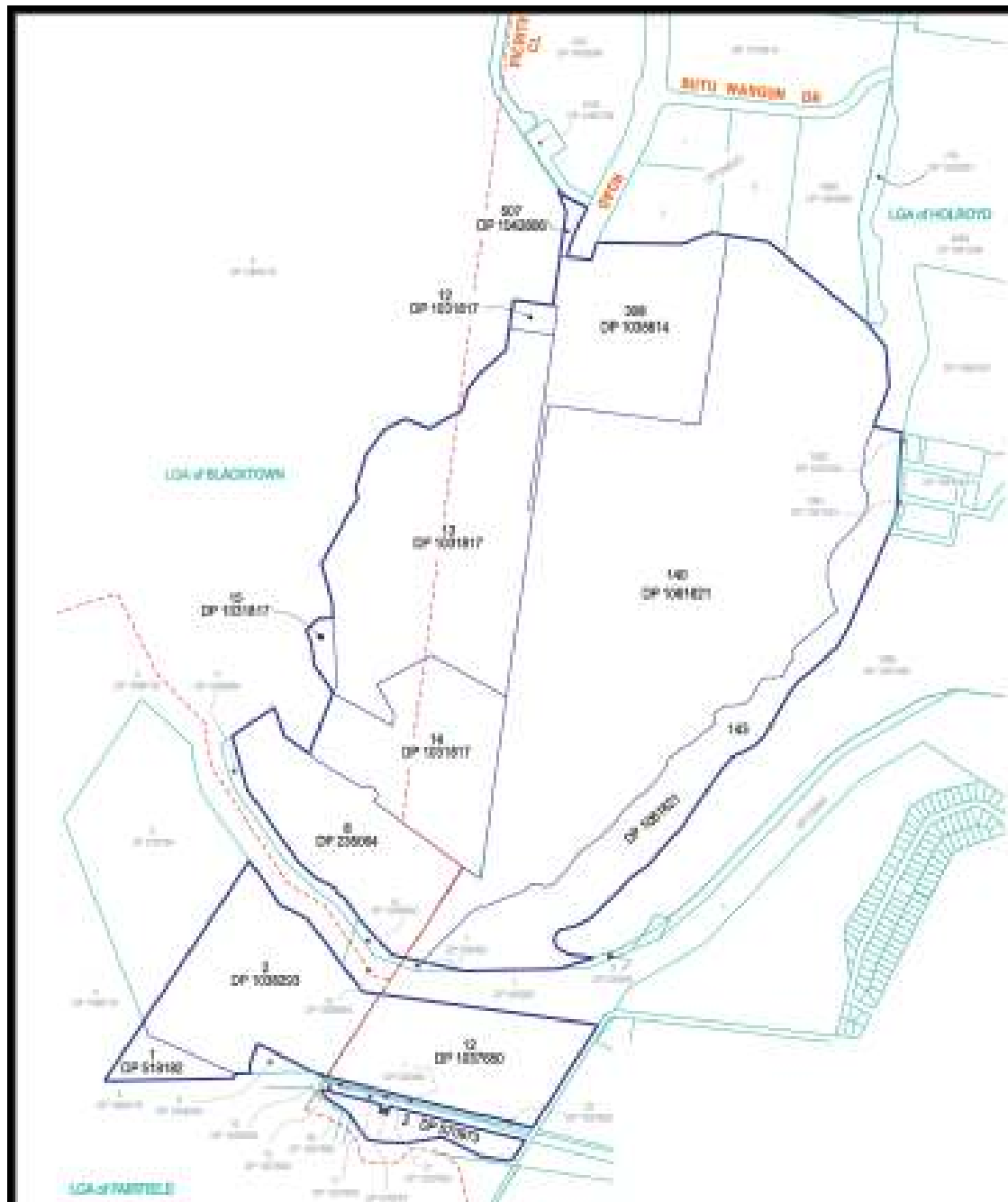
2.1 Site Locality



Figure 1: Site Plan

The Greystanes Southern Employment Lands site (Greystanes SEL) shown in Figure 1, is a 156 hectare site at Prospect comprising twelve allotments (Figure 2 overleaf). The site, spans parts of the Holroyd, Fairfield and Blacktown LGAs, is irregularly shaped and comprises three portions of land commonly referred to as the southern employment lands (an existing Boral operated quarry), Widemere East and Widemere West.

Greystanes SEL is strategically located near the M4 and M7 Motorways which have direct access to Kingsford-Smith Airport, Port Botany and the national highway network with potential rail and freight options as well. The site is an integral component of the Western Sydney Employment Hub lands, which have been identified in the NSW Government's Metropolitan Strategy as being of regional and state significance for employment and investment. Greystanes SEL is on the eastern edge of the Western Sydney Employment Hub lands (WSEH) as shown in Figure 3.



Lot Number	DP Number	Lot Number	DP Number
507	1042806	8	235064
12	1031817	140	1061621
13	1031817	2	1038293
14	1031817	1	519182
15	1031817	12	1037650
308	1035614	2	570973
143	1061621	12	1059554
4	1066170	13	1059554

Figure 2: Current Subdivision Layout



Figure 3: Western Sydney Employment Hub

2.2 Existing Land Use

The Prospect Quarry makes up the majority of the site. The quarry has been mined for aggregate used in construction materials for over 100 years and is approximately 1.4 kilometres in a north – south direction and 0.75 kilometres in an east –west direction. Batters ranging from 25 – 60 metres high bound the quarry's perimeter. Widemere East, a 9.8 hectare site is currently vacant land, whilst Widemere West is currently used as Boral's construction materials recycling operation (and is intended to remain).

A 1 hectare "spine" road which connects the quarry to Widemere East and West traverses the Sydney Water Supply Pipeline. This spine road has been designated for the proposed north-south Blacktown – Wetherill Park Transit Way.

The current land uses are consistent with the underlying employment lands zone (pursuant to *State Environmental Planning Policy No. 59 – Central Western Sydney Economic and Employment Area*, or SEPP 59).

2.3 Surrounding Land Uses

The aerial photograph in Figure 4 shows the surrounding land uses. Land to the north of the site (i.e.: the Greystanes Northern Employment Lands, or "NEL") has largely been developed for warehousing for Laminex, Cadbury Schweppes, 3M, Recall, Linfox and Excel and includes the Boral offices.

The land to the east is a newly developing residential area known as Nelson's Ridge. Ridgeline Reserve, an open space corridor that extends along the eastern boundary of the quarry wall, separates the quarry from residential development.

Prospect Reservoir and its curtilage adjoin the site to the west, whilst the Liverpool to Parramatta Transit Way and Prospect Creek are located to the south of the main portion of the Greystanes SEL.



Figure 4: Aerial Photo

3 THE PROPOSAL

3.1 Scope of the Proposal

Boral's application comprises three components:

1. A concept plan for the development of industrial and business park uses within the Greystanes SEL;
2. A project application for subdivision and associated subdivision works of the site; and
3. A request to have the Greystanes SEL listed as a State significant site (SSS) within Schedule 3 of the Major Projects SEPP to provide a new planning regime consistent with the concept plan approval for the site. The Department is currently undertaking that process separately under the SEPP-making provisions in Part 3 of the Act and is likely to make recommendations to the Minister shortly.

3.2 Approval Originally Sought

3.2.1 Concept Plan

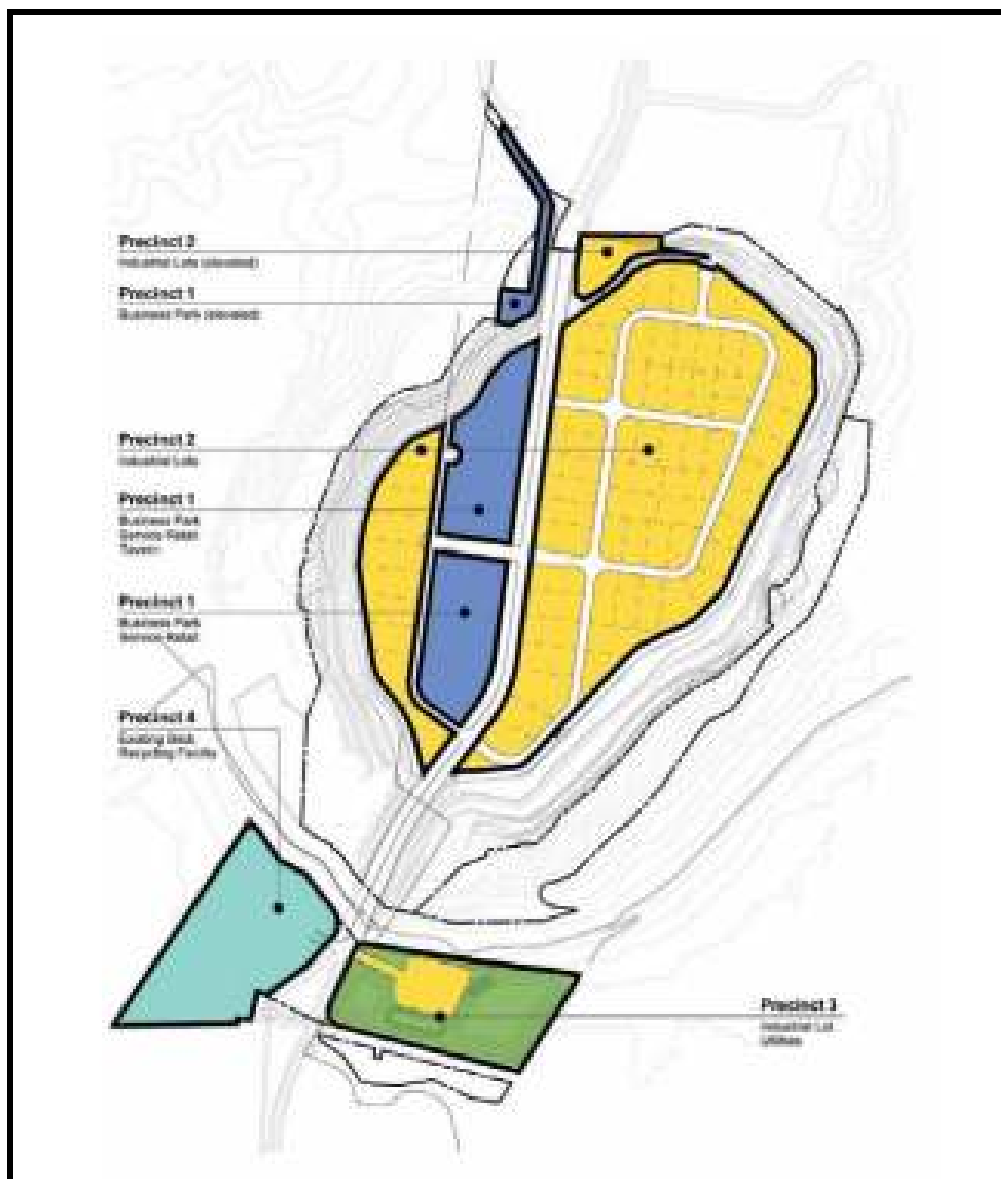


Figure 5: Greystanes Estate Southern Employment Lands Concept Plan

The Concept Plan originally lodged by Boral covers the Prospect Quarry and Widemere East (Figure 5). In summary, the Concept Plan seeks approval for the creation of an industrial and business park, service retail uses and urban design guidelines for future development of the industrial area and business park.

The broad parameters of the exhibited proposal are summarised below:

Table 1: Greystanes SEL – Concept Plan Summary

Element	Exhibited Proposal
Site area	156ha
Lot yield	75 industrial, 4 office / retail
Gross floor area	
• Business park (including hotel)	100,000 m ²
• Retail	15,000 m ²
Floor space ratio (industrial / hotel)	1:1
Associated office space	50%
Car parking provisions	
• Office	1/35m ²
• Retail	1/16m ²
• Industrial	1/77m ²
• Warehouse	1/300m ²
Staging	See Fig 6

The proposed business park component as exhibited proposed to accommodate light industrial uses, office premises, hotel accommodation, standard industries and warehouse or distribution centres. The proponent has advised that up to 100 percent of the business park's gross floor area could be used as office premises, pending market demand.

The service retail component (within the northern half of the business park) is proposed to accommodate community facilities such as a child care facility, a tavern / restaurant and retail premises including post office, bank, convenience stores, automotive retail and food and drink premises to service the local workforce population.

The proposed industrial lots are intended to attract employment generating activities such as depots; freight transport facilities; light industries, warehouses and distribution centres, etc. The proponent is seeking to introduce the notion of "associated offices" as a permissible use in the industrial areas of the site. "Associated offices" have been defined in the concept plan as:

"the use of the land for offices where the offices are located on the same land as permissible development and are part of business that is operating on the land. This includes but is not limited to development for the purpose of distribution centres, warehouse or manufacturing operations".

The intention of this approach is to permit industrial and support services to be co-located on the site, above and beyond the minimal number of employees traditionally associated with industrial type uses. For example, Woolworths could locate a storage and distribution warehouse on the site as well as its human resources department.

To ensure the site is retained for industrial uses, Boral has sought to limit the quantum of "associated office" space across the site. Within the former quarry, a maximum 50 percent of floor space of any development could be used for associated office space, whilst at Widemere East the maximum proportion of associated office space would be limited to 30 percent.

The Concept Plan is supported by the *Greystanes Estate Southern Employment Lands – Urban Design Plan* which prescribes future development controls for height, density, external materials and colour, setbacks, landscaping, access and parking, fencing, ecological sustainable development principles, safety and security, site water management, lighting, and signage.

The Urban Design Plan as well as the appropriateness of “associated office space” is discussed in Section 6 of this report.

Staging of the proposed lots is to be undertaken generally in accordance with the Staging Plan shown in Figure 6. The SEL is currently serviced by a single 2 lane divided carriageway (that coincides with the spine road) which is proposed to be progressively enhanced with release of lots within the SEL. The southern cut (the point at which the SEL connects to Widemere East and Widemere West) will be opened prior to construction of buildings within the business park completion (Stages 5 and 6). Infrastructure works will also be implemented progressively. Drainage swales and treatment areas will be provided for each individual stage of development, whilst the proposed detention basin and bio-retention system will be constructed in Widemere East and intensified to capture an treat water following completion of the southern cut.

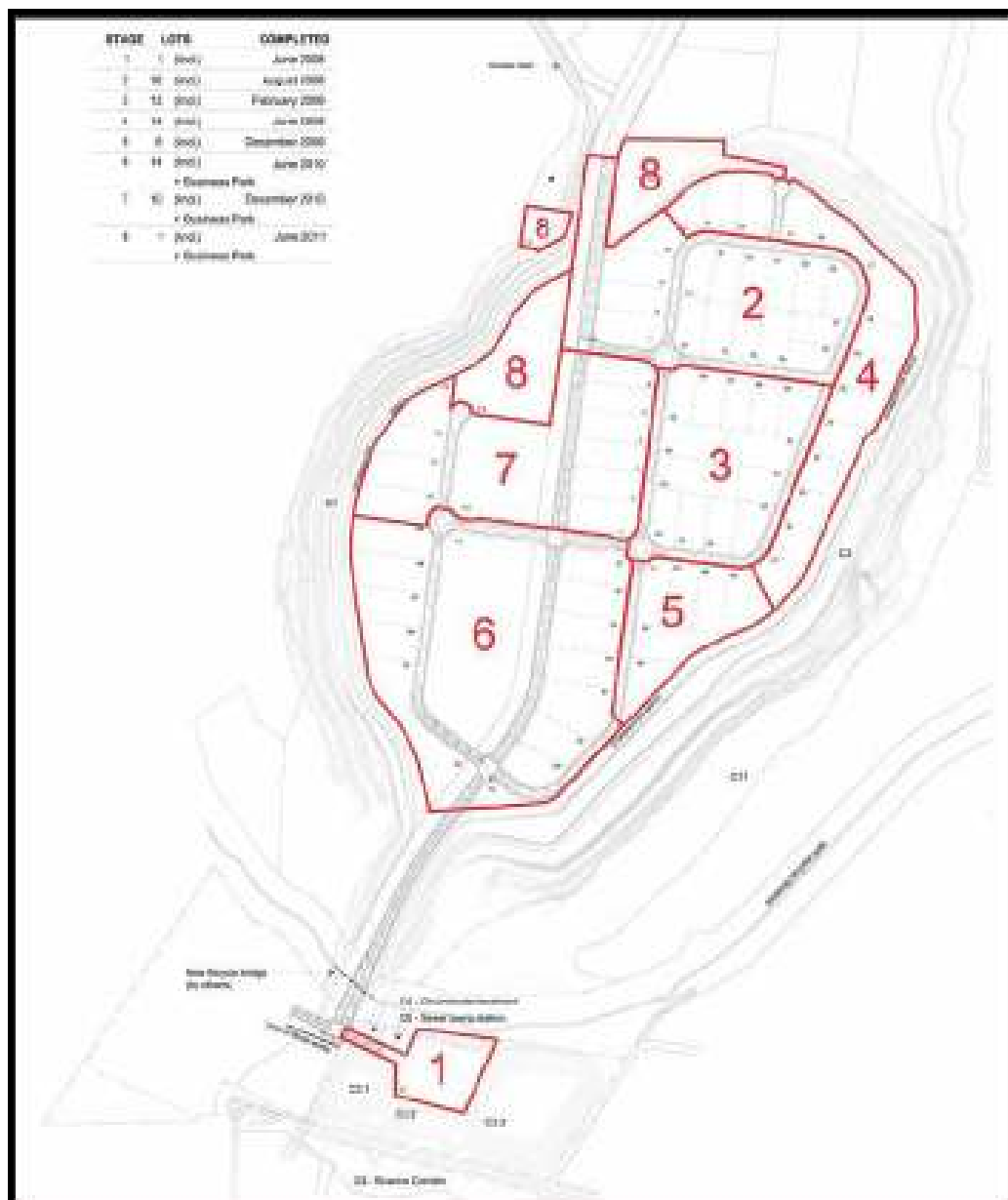


Figure 6: Staging Plan (as exhibited)

3.3 Project Application

To commence implementation of the Concept Plan immediately, Boral is concurrently seeking project application approval for:

- 75 lot community title subdivision with lots ranging in size from 0.28 hectares to 2.46 hectares, as indicated in Figure 6;
- Creation of designated areas for the proposed business park and service retail uses;
- Re-alignment of the boundary between the SEL and land owned by Sydney Water Corporation surrounding Prospect Reservoir to the west (Lot 4 DP1066170);
- Re-alignment of the boundary between the SEL and land to the east (Lot 143 DP1061621) between the SEL and Nelson's Ridge;
- Re-alignment of the Widemere West boundary to facilitate dedication of the Transit Way corridor.
- Creation of a community-titled lot comprising the quarry batter walls, stormwater / sedimentation control basin, groundwater treatment plant and stormwater detention basins;
- Creation of a community-titled lot (i.e. creation of Widemere East) for a sewer pump station; and
- Bulk earthworks and construction of major infrastructure including roads, stormwater management and detention ponds.

The proponent has indicated that it will dedicate land Lot 2 DP570973, being land south of the Sydney Water Corporation supply pipeline to Holroyd City Council. The proponent will seek to dedicate roads and the transit corridor to the relevant councils as public roads.

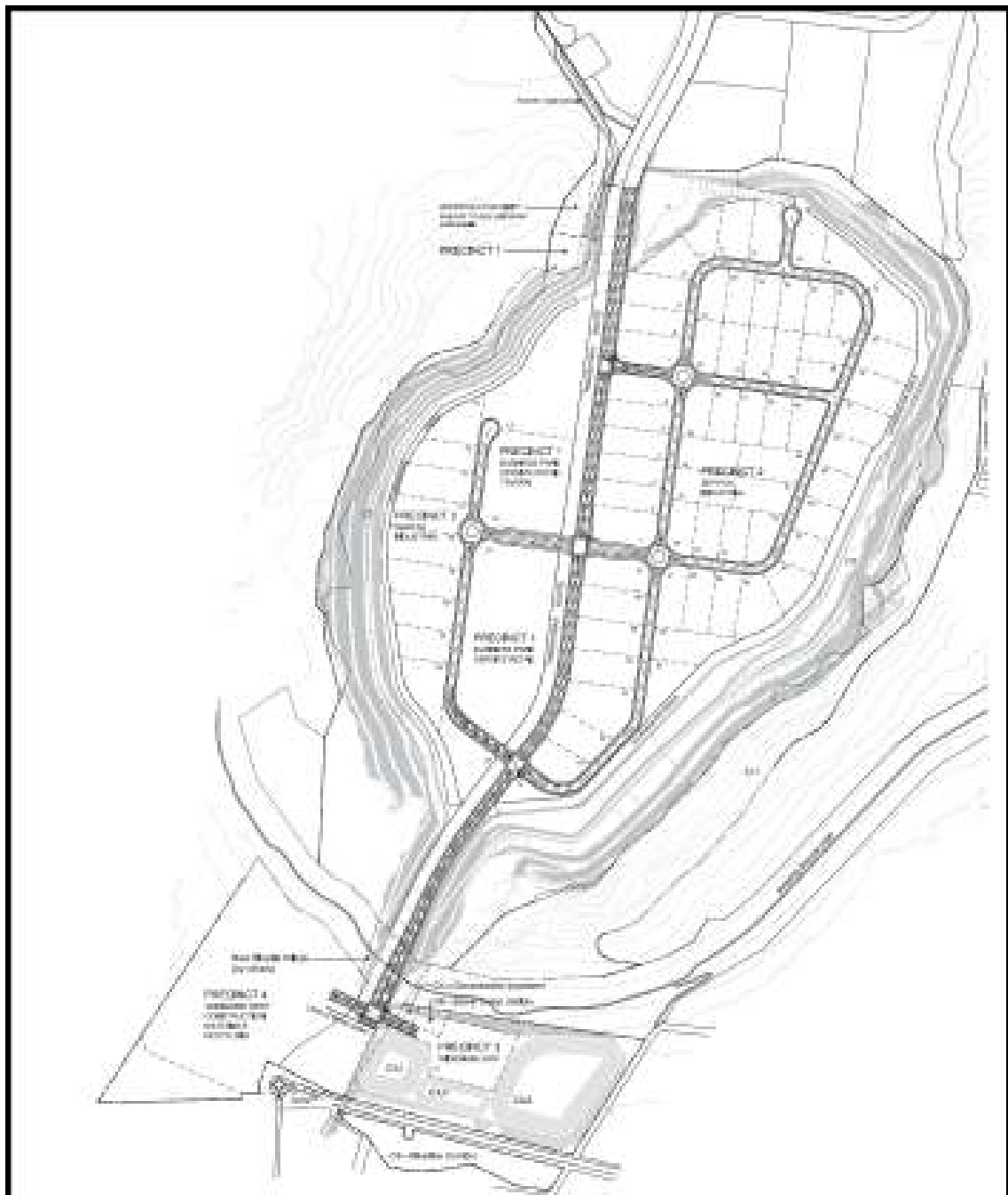


Figure 6: Greystanes Southern Employment Lands – Project Application Subdivision (as exhibited)

3.4 Amendments to the Proposal

On 21 June 2007, Boral submitted a preferred project report, response to submissions received during formal consultation and a revised Statement of Commitments. This was to address issues raised in submissions made during the exhibition of the EA by local councils, Government agencies and members of the public.

The amendments to the Greystanes SEL proposal set out in the preferred project report are tabled below:

Table 2: Comparison of Exhibited Proposal and Preferred Project Report

Element	Exhibited Proposal	Preferred Project Report
Site area	156ha	156ha
Lot yield	75 industrial, 4 office / retail	76 industrial, 3 office / retail
Gross floor area		
• Business park	100,000m ²	97,500 m ²
• Retail	15,000m ²	2,000m ² supermarket 2,000m ² service retail 2,500m ² tavern / restaurant 5,000 m ²
• Hotel	Within business park GFA	
Floor plate size (Office use)	n/a	Minimum 3,000m ² floor plate
Floor space ratio		
• Industrial	1:1	0.75:1
• Hotel	1:1	1:1
Associated office space		
• Former quarry	50% of floor space (maximum)	50% within 400m of a bus stop. 30% beyond 400m of a bus stop
• Widemere East	30% of floor space (maximum)	As above
Car parking provisions		
• Office	1/35m ²	1/40m ²
• Retail	1/16m ²	1/20m ²
• Industrial	1/77m ²	1/77m ²
• Warehouse	1/300m ²	1/300m ²

In addition to the above, the preferred project report also seeks to:

- nominate proposed Lot Number 75 for hotel accommodation and subsequently exclude hotel accommodation as a permissible in the business park;
- remove design controls in the *Greystanes Estate Southern Employment Lands – Urban Design Plan* that relate to hotel accommodation from the business park;
- require all future office premise floor plates within the business park to be a minimum of 3,000m² in area; and;
- require all future office premises to be located within 400m of the bus stops on the Bus Transit-Way.

The amendments to the concept plan have resulted in the following revisions to the lot yield, subdivision staging plan and road network works proposed in the project application:

- a revision to the staging to create super lots 101 and 102 (Figure 7) to allow increased flexibility in the creation of the lots within Lot 101 (i.e. Lot 101 being Stage 1 of the subdivision). Boral has confirmed that Lot 101 will include construction and dedication of the spine road proposed to front Lot 101. Relevant necessary easements will be created and any community property will be identified;
- creation of an additional lot to accommodate the proposed hotel accommodation, bringing the total number of lots to 76;
- revised staging as indicated in Figure 8;
- construction of a four lane road through the Greystanes SEL (to replace two lane road exhibited) to reflect the Deed of Agreement Boral has entered into with the RTA.

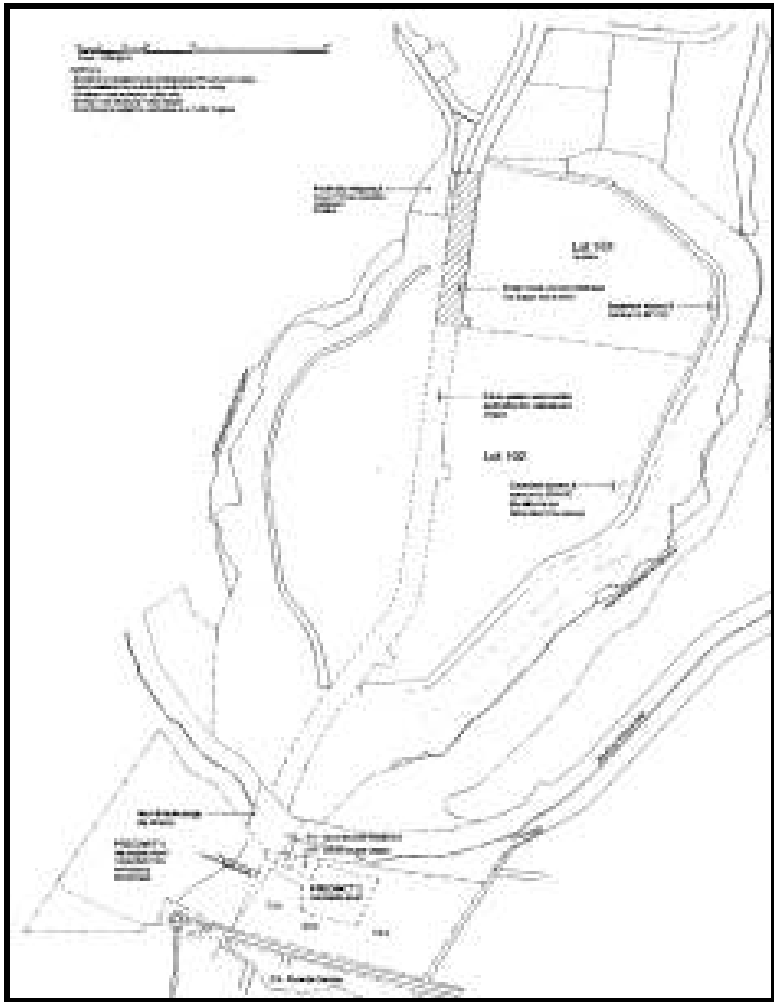


Figure 7: Superlot Subdivision (preferred project report)

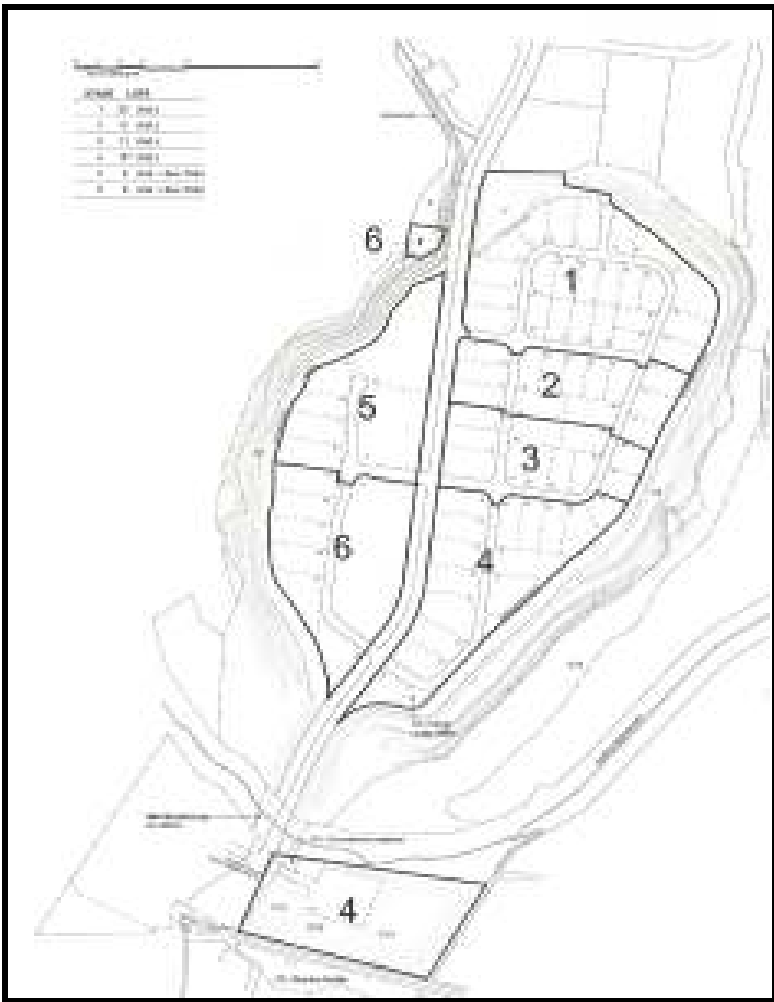


Figure 8: Revised Staging Plan (preferred project report)

4 STATUTORY CONTEXT

4.1 Part 3A, Environmental Planning and Assessment Act 1979

Part 3A of the Act commenced operation on 1 August 2005. Part 3A consolidates the assessment and approval regime of all major projects where the Minister was the consent or approval authority under Part 4 (Development Assessment) or Part 5 (Environmental Assessment).

Under the provisions of Section 75B of the Act development may be declared to be a Major Project by virtue of a SEPP or by order of the Minister published in the Government Gazette.

Section 75M of the Act permits a proponent to lodge a concept plan either upon their request or at the behest of the Minister. The purpose of the concept plan is to provide a broad overview of a proposed development and seeks to establish the framework for more detailed development of the proposal subject to future approvals.

On 7 February 2006, the Minister for Planning, Hon Frank Sartor MP, formed the opinion that Part 3A of the Act applied to the proposed development and, pursuant to Section 75M of the Act, authorised the proponent to submit a Concept Plan for Greystanes SEL.

4.2 State Environmental Planning Policy (Major Projects) 2005

The Major Projects SEPP outlines the types of development declared a major project for the purposes of Part 3A of the Act. For the purposes of the SEPP certain forms of development may be considered a Major Project if the Minister (or his delegate) forms the opinion that the development meets criteria within the SEPP.

On 7 February 2006, the Minister formed the opinion that the proponents' proposal for Greystanes SEL was a development described in Schedule 1 – Clause 13(1): Commercial, Residential or Retail or other construction Projects, namely:

“Development for the purposes of residential, commercial or retail or other construction projects with a capital investment value of more than \$50 million that the Minister determines are important in achieving State or regional planning objectives”.

4.3 Permissibility

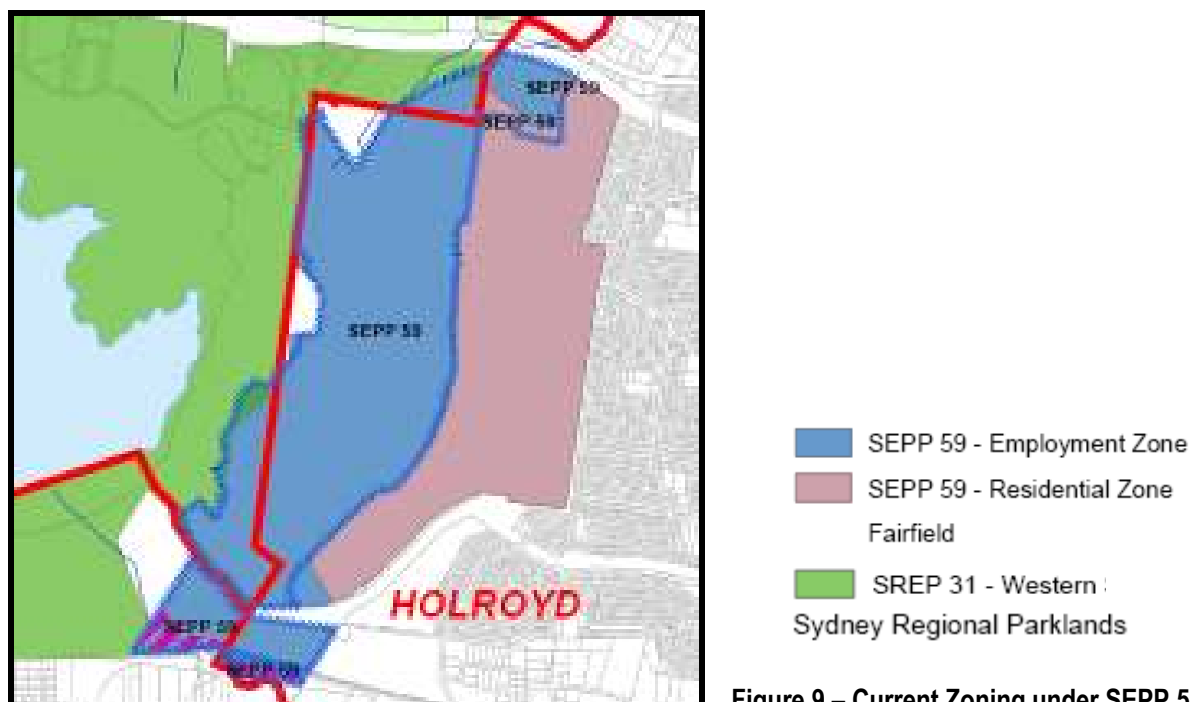


Figure 9 – Current Zoning under SEPP 59

Greystanes SEL is predominantly zoned Employment under SEPP 59, however a small portion of the eastern quarry wall is zoned Residential (Figure 9).

Pursuant to Clause 23 of SEPP 59, industrial, manufacturing, warehousing, high technology and storage or research uses (as proposed within the industrial precinct of the Greystanes SEL) are currently permissible with consent. The proposed business park is currently not a permissible use in the employment or residential zones.

Small scale commercial, retail and community services which are provided within the employment zone under defined circumstances are also permissible with consent under SEPP 59 (pursuant to Clause 1(c) of the zone objectives). The service retail uses (including tavern, motor trades, small convenience supermarket and office supplies) proposed by the concept plan are currently not permitted.

Similarly, clause 1(a) of the zone objectives permits offices that are ancillary to a permissible use however, development for the purposes of "associated offices" as defined by Boral would be prohibited under the current land use controls.

Notwithstanding the proposed elements of prohibited development, Section 75O(3) of the Act provides the Minister with the ability to approve development that is partly prohibited under an environmental planning instrument. Consequently, the Greystanes SEL Concept Plan can be approved by the Minister under Part 3A of the Act without needing to complete the rezoning of Greystanes SEL beforehand.

4.4 Greystanes Estate – Employment Lands Precinct Plan 2001

Cause 12 of SEPP 59 requires the preparation and adoption of a precinct plan to guide the planning and development of land to which the Policy applies. Any such precinct plan must be consistent with the guiding principles and zones in SEPP 59. The *Greystanes Estate – Employment Lands Precinct Plan 2001* which applies to both the SEL and the NEL and has been prepared to guide the development of the employment lands to meet the environmental, economic and social objectives prescribed in SEPP 59.

The *Greystanes Estate – Employment Lands Precinct Plan 2001* seeks to deliver the following key outcomes:

- the development of 216 hectare employment area consistent with the aims and objectives of SEPP 59;
- employment opportunities for a minimum of 3,000 persons when fully developed;
- ecologically sustainable initiatives and practices;
- approximately 45 hectares of vegetated corridors and open space;
- open space linkages, including walking and bicycle tracks within and through the Greystanes Estate;
- provision of a service centre providing convenient retailing facilities for the local workforce.

The Greystanes SEL Concept Plan seeks to override the Precinct Plan. An assessment of the concept plan against the precinct plan is undertaken in Appendix F.

4.5 Other Relevant Legislation and Environmental Planning Instruments

Appendix F sets out the consideration of relevant legislation, environmental planning instruments and planning strategies as required under Part 3A of the Act.

5 CONSULTATION AND ISSUES RAISED

5.1 Public Exhibition

Section 75H(3) of the Act requires that once the Environmental Assessment ("EA") has been accepted by the Director General, the Director General must, in accordance with any guidelines published in the Gazette, make the EA publicly available for at least 30 days. The Director General has not published any specific guidelines in relation to the public exhibition of the Project Application.

A "test of adequacy" was undertaken by the Department on 2 November 2006 which concluded that the matters contained in the Environmental Assessment Requirements were adequately addressed in the EA prior to making arrangements for public exhibition of the proposal.

Broadly, the process followed in terms of public exhibition and consultation was as follows:

- public exhibition from 23 November 2006 until 22 December 2006;
- copies of the EA were made available for inspection at the Department of Planning's Information Centre (23-33 Bridge Street, Sydney); Blacktown City Council Information Centre (62 Flushcombe Rd, Blacktown); Fairfield City Council Administration Centre (86 Avoca Rd, Wakeley); Fairfield City Council, Customer Service Centre (36 Ware St, Fairfield) and Holroyd City Council Chambers (16 Memorial Ave, Merrylands);
- details of the application were published in the *Parramatta Adviser*, *Fairfield Advance* and the *Blacktown Advocate* newspapers on 22 November 2006 and the public notices section of the *Sydney Morning Herald* on 29 November 2006;
- copies of the EA were forwarded to relevant Government agencies and key stakeholders (former Department of Environment and Conservation, Metropolitan Aboriginal Land Council, Roads and Traffic Authority, Sydney Water, NSW Heritage Council, Department of Energy, Utilities and Sustainability, Ministry of Transport, and Department of Natural Resources); and
- A full set of the documentation was placed on the Department's website for public inspection during the public exhibition period.

The proponent advised it also undertook its own independent public consultation which comprised a letter box drop to approximately 600 households on the western side of Greystanes Road in proximity to the SEL; meeting with key stakeholders; notifying and inviting Aboriginal Groups to attend field surveys; and attending an Aboriginal and Torres Strait Islander Consultative Committee meeting.

In response, the Department received written submissions from Parramatta City Council, Blacktown City Council, Holroyd City Council, Fairfield City Council, Heritage Council NSW, Department of Environmental and Conservation, Department of Natural Resources, Sydney Water, Ministry of Transport and the Road and Traffic Authority. A joint submission was also received from Blacktown, Holroyd and Fairfield City Councils. Further submissions were also received from the Darug Tribal Aboriginal Corporation and the Blacktown and District Environment Group Inc. Copies of submissions are provided at **Appendix B**.

Key issues raised are summarised below and addressed in detail in Section 6:

- strategic context and appropriateness of the business park;
- quantum of retailing;
- provision and servicing of Strategic Bus Corridor No. 43;
- traffic generation and management;
- car parking provision;
- staging;
- groundwater impacts;
- stormwater management; and
- heritage.

The Department forwarded all submissions to the proponent for consideration. The proponent's response to submissions is provided at **Appendix C**.

6 ASSESSMENT

6.1 Director General's Environmental Assessment Requirements

Section 75F of the Act provides that the Director General is to prepare Environmental Assessment Requirements for each project (DGRs). The EA outlines the matters that the Director General considers should be considered as part of the assessment process.

On 16 June 2006, the Director General issued DGRs in respect of the concept plan and the project application which related to:

- (a) traffic and transport;
- (b) cultural heritage;
- (c) economic impact assessment;
- (d) urban design, development controls and land uses;
- (e) utilities and infrastructure;
- (f) ecological sustainable development;
- (g) developer contributions / planning agreement; and
- (h) subdivision.
- (i) The proponent was also required to address a number of standard key assessment requirements for both the concept plan and project application:
- (j) the need for the project;
- (k) alternatives considered;
- (l) the various components and stages of the project;
- (m) consideration of all relevant State Environmental Planning Policies;
- (n) nature and extent of any non compliance with specified environmental planning instruments;
- (o) potential environmental impacts;
- (p) suitability of the site;
- (q) public interest; and
- (r) a draft Statement of Commitments outlining environmental management, mitigation and monitoring measures
- (s) The EA and subsequent submissions by the proponent forms the basis for consideration of the significant issues associated with the development.
- (t)

6.2 Director General's Environmental Assessment Report

The purpose of this submission is for the Director General to provide a report on the project to the Minister for the purposes of deciding whether or not to grant approval of the concept plan and project pursuant to Section 75O and Section 75J respectively of the Act.

Section 75I(2) of the Act sets out the scope of the Director-General's Report to the Minister. Each of the criteria set out therein have been addressed below as follows:

(a) a copy of the proponent's environmental assessment and any preferred project report, and

The proponent's EA is included at **Appendix D** whilst the preferred project report is attached for the Minister's consideration at **Appendix C**.

(b) any advice provided by public authorities on the project, and

Copies of all submissions provided on the project are attached at **Appendix B** in their entirety for the Minister's consideration.

(c) a copy of any report of a panel constituted under section 75G in respect of the project, and

No independent hearing and assessment panel was undertaken in respect of this project.

(d) a copy of or reference to the provisions of any State Environmental Planning Policy that substantially govern the carrying out of the project, and

An assessment of each relevant State Environmental Planning Policy that substantially govern the carrying out of the project is set out in **Appendix E**.

(e) except in the case of a critical infrastructure project—a copy of or reference to the provisions of any environmental planning instrument that would (but for this Part) substantially govern the carrying out of the project and that have been taken into consideration in the environmental assessment of the project under this Division, and

As assessment of the development against the prevailing EPI's is provided at **Appendix E**.

(f) any environmental assessment undertaken by the Director-General or other matter the Director-General considers appropriate, and

The environmental assessment of the project is this report in its entirety.

(g) a statement relating to compliance with the environmental assessment requirements under this Division with respect to the project.

The Department is satisfied that the project complies with the environmental assessment requirements issued on 16 June 2006 as discussed in Section 6.1 of this report.

6.3 Summary of Significant Issues

Clause 8B of the *Environmental Planning and Assessment Regulation 2000* sets out the matters for environmental assessment and Ministerial consideration. It states that the Director General's report is to include an assessment of the environmental impact of the project, any aspect of the aspect of the public interest that the Director General considers relevant to the project, the suitability of the site for the project and copies of public submissions received by the Director General.

The Department, in consultation with the three local Councils, consulted Government agencies and key stakeholders identified a number of issues that were incorporated into the DGR's which were subsequently addressed in the proponent's EA. Following the exhibition period there are a number of outstanding issues which require further consideration and resolution under Clause 8B of the Regulation as set out below. Unless noted to the contrary, the Department is satisfied that the responses provided by the proponent in their EA, preferred project report and revised Statement of Commitments are reasonable.

6.3.1 Strategic Context and Appropriateness of Business Park

Raised By

Parramatta City Council, Blacktown City Council, Holroyd City Council, Fairfield City Council, Sydney Water, Ministry for Transport and the Department.

Consideration

Boral proposes 97,500m² business park on the north-south spine road in Precinct 1 (Figure 5) to accommodate a range of employment generating activities such as: light industrial uses, offices, standard industry, and warehouse or distribution centre uses. The proponent has indicated that up to 100 percent of the gross floor area (GFA) could be used as office premises.

Blacktown, Fairfield and Holroyd Councils have questioned the proposal's compliance with the metropolitan strategic planning objectives set out in the Metropolitan Strategy. The Councils are particularly concerned that the economic impact on existing commercial centres within their respective local government areas has not been fully

investigated by Boral and the concept plan proposal will set an undesirable precedent for industrial lands in western Sydney.

The Department has undertaken an assessment of the proposal against the relevant objectives of the Metropolitan Strategy, and has made the following observations:

- the concept plan seeks to provide a framework for accommodating jobs across Sydney by providing up to 8,000 permanent employment opportunities on the site (depending on the proportion of office development provided);
- the proposal satisfies the Strategy's Objective A1.1 by providing an industrial area which will accommodate light industry, manufacturing, wholesaling and transport and storage activities as well as a technology and business park for higher order skilled employment;
- the staging and delivery of the Greystanes SEL proposal will ensure new employment lands are accessible and serviced in a timely manner;
- the proposal satisfies Metropolitan Strategy Objective A1.5 by protecting and enhancing already recognised State significant employment lands. SEPP 59 currently zones the site for employment uses in recognition of its strategic location near the M7 and M4 Motorways. The Greystanes SEL concept plan proposal is generally consistent with the long term vision for this site;
- the commitments made by Boral with respect to infrastructure delivery (works in kind and contributions) satisfy the Strategy's Objective A1.6.2 to ensure timely delivery of infrastructure and services to the Greystanes SEL through appropriate sequencing and staging; and
- the Greystanes SEL concept plan proposes development that is consistent with the framework for business parks, through:
 - well designed office space for specific uses ensuring long tenancy;
 - limited on-site car parking and amenities to reduce need for private vehicle use;
 - locating significant employment opportunities in Western Sydney on a proposed public transport network (i.e. Strategic Bus Corridor No. 43);
 - collocation of business administration and warehouse needs by introducing the notion of "associated office space";
 - providing ready access to Sydney's Orbital Motorway Network and economic gateways;
 - complementing (whilst not detracting from) existing established centres by restricting floor plates that seek to attract a particular market that is unlikely to find appropriate land in centres such as Parramatta, Fairfield and Blacktown; and
 - attaining a minimum warehouse component through the capping of office space in the proposed industrial precinct.

The Department acknowledges that the Greystanes SEL site is not a recognised centre in the Metropolitan Strategy (either existing or proposed), however the site has always been identified as an employment generating area in western Sydney, and the business park proposal does seek to provide a range of land uses that are recognised to occur in employment lands. Furthermore, the Metropolitan Strategy provides for new business parks on proposed public transport links, which in this instance, will be realised through the construction and servicing of Strategic Bus Corridor No. 43 (discussed in Section 6.3.7 below).

The Department has undertaken a comparison of the Greystanes SEL proposal to established and proposed centres identified in the Metropolitan Strategy (Table 2). The comparison shows that Greystanes SEL proposal is comparatively lower than other similar business park / industrial developments.

Table 2: Comparison of GFA in Specialised Centres (Boral)

Specialised Centres	GROSS FLOOR AREA (by type / use)			
	Business Park (m²)	Retail (m²)	Industrial	Jobs
Norwest	240,000	20,148	0	13,209
Macquarie	800,000	83,000	0	44,980
Rhodes	52,000	50,000	0	5,600
Frenchs	15,000	9,500	50ha	2,070
Other Centres				
Wetherill	-	51,837	900,000 m ²	4,460
Greystanes	97,500^a	6,500^b	371,000	8,000

The Department is of the view that a business park at Greystanes SEL will provide the following benefits:

- provision of “skilled” employment lands located in close proximity to the western Sydney’s resident population. This is particularly important as the Metropolitan Strategy notes that only 8% of jobs in western Sydney are for professionals, whilst the majority of skilled employment opportunities are in the Sydney CBD;
- compliance with SEPP 59 objectives which seek to increase the ‘...number and diversity of jobs in Central Western Sydney’;
- provision of employment generating uses with good access to proposed and existing public transport linkages;
- good access to the major road network, including the M7 as detailed in the Metropolitan Strategy (notably Metropolitan Strategy Objective A1.5.2);
- ability to supply the growing demand for office space related to ‘service industries’ such as pharmaceuticals and healthcare which require large floor plates; and
- provision of flexible business accommodation suitable for office administration, product assembly, research and development, light manufacturing and distribution is proposed adjacent to the service retail uses.

The Department recognises the importance of fostering existing and proposed centres identified in the Metropolitan Strategy. To ensure that the business park development proposed at Greystanes SEL will not compromise existing centres (particularly centres such as Blacktown and Parramatta CBDs), restrictions to floor plates are required to attract / provide for different office uses to those currently on offer in established centres. To this end, Boral has committed to requiring floor plates within the business park to be a minimum of 3,000m². This is supported by the Department, as floor plates for office buildings in existing centres rarely exceed this threshold and accordingly the risk of Greystanes SEL compromising existing centres is limited as the SEL business park will service a niche market.

Resolution

On balance, the proposal can be supported on strategic grounds. The site is located on a recognised public transport route and the range and extent of land uses suggest that this development is unlikely to compromise existing and identified centres. Whilst Boral has committed to a minimum 3000m² floor plate, the Department has recommended the concept plan approval formalise this arrangement through the conditions of approval.

6.3.2 Quantum of Services Retail Uses

Raised By

Parramatta City Council, Blacktown City Council, Holroyd City Council, Fairfield City Council, Sydney Water, Ministry for Transport and the Department.

Consideration

The concept plan initially proposed 15,000m² metres of GFA within the business park for retail uses. The area is proposed to accommodate community facilities including childcare services, a tavern / restaurant and retail service premises such as post office, bank, convenience stores, automotive retail and food and drink premises and is intended to primarily service the SEL work force population.

Concern has been raised that the quantum of retail uses proposed in the exhibited concept plan is similar in size to a district centre and is accordingly excessive. Fairfield City Council has identified local retail centres, Pemulwuy, Smithfield and Greenway, as potentially being threatened by this proposed development. In response to these concerns, Boral has reduced the total retail GFA from 15,000m² to 6,500m², comprising 2,000m² service retail, a 2,000m² supermarket and a 2,500m² tavern / restaurant.

Boral also notes that the Centres mentioned are only accessible by car from Greystanes. Competition with these centres is therefore seen as being limited while providing walking distance access to retail services to Greystanes employees.

Boral's analysis of similar centres concludes that the SEL proposal is comparatively lower than most similar centres in terms of retail GFA (Table 2 above). Boral has also argued that other nearby centres, including the Pemulwuy, Smithfield and Greenway Centres cited by Fairfield City Council are not comparable due to their scale or nature as they are either serviced by rail or service residential development, which is not the intention at Greystanes SEL. Accordingly, Boral is of the view that these retail centres are unlikely to be compromised by the proposed 6,500m² of retail on the subject site. The Department agrees with this conclusion.

Resolution

The Department supports Boral's reduction in retail uses and has formalised the quantum and breakdown of these uses in the draft conditions of approval.

6.3.3 Developer Contributions

Raised By

Department of Planning, RTA and Ministry of Transport

Consideration

In april 2002, Boral and the RTA entered into a Deed of Agreement for regional road improvements to minimise the traffic / transport impacts of the Boral's Greystanes residential and employment development. Under the original Deed, Boral is required to:

- dedicate a 25 metre transport corridor and construction of earthworks related to the Blacktown – Wetherill Park Transitway;
- provide a monetary contribution towards improvement works on Greystanes Road;
- provide a monetary contribution towards public transport improvements; and
- provide a monetary contribution towards off-site traffic mitigation works including intersection treatments on Greystanes Road.

Boral has acknowledged that the original Deed of Agreement with the RTA did not reflect increased traffic generation to the south of the SEL and has submitted an offer which provides the following (in addition to the above):

- construction of the southern connection from Davis Road to the SEL;
- construction of a four lane road through the SEL to act as an interim bus connection between Blacktown and the Liverpool-Parramatta Transitway.

A 40 place child care centre, rehabilitation works to the open space / riparian corridor network, and cycleway construction are also proposed under the revised Deed. These works equate to \$50.954 million dollars, an increase of \$11.34 million worth of works-in-kind and cash contributions.

- (u) It should be noted that there has been some discussions between Boral, the Department, RTA and Ministry of Transport regarding the delivery and servicing of Strategic Bus Corridor No. 43 through the Deed. Boral has examined 3 potential options it would be willing to commit to:

1. **Base Case** – Retain 50m dedicated Bus T Way road corridor. Payment of \$250,000 contribution towards development of a north-south bus service within dedicated Bus T Way.

2. **Option A** – Reduce corridor to 40 metres. Boral permitted to develop 10m wide road strip for additional 8,500m² business park floor space and 870m² industrial floor space. Boral contributes additional cash payment of \$2.749m to provide 2 bus only lanes within road corridor, instead of dedicated Bus T Way.
3. **Option B** – Reduce corridor to 40 metres. Boral permitted to develop 10m wide road strip for additional 7,800m² industrial floor space only. Additional cash payment of \$1.870m to provide 2 bus only lanes within road corridor instead of dedicated Bus T Way.

Option B is preferred by the Department and the RTA and Ministry of Transport have indicated verbally that they would also be satisfied with this approach. A reduction in the corridor requires approval by the Minister for Transport and is the subject of on going negotiations. In the interim, Boral will fulfil the base case and in the event that Option B is achieved will be required to modify the concept plan.

Resolution

No issues have been raised from any other parties regarding developer contributions. Boral has committed to continuing negotiations with the RTA and Ministry of Transport to execute a revised Deed of Agreement. This does not warrant deferral of the concept plan approval.

6.3.4 Urban Design Plan and Associated Office Space

Raised by

Department of Planning

Consideration

The Greystanes Estate Southern Employment Lands Urban Design Plan prepared by Turner Hughes Architects is essentially a site specific development control plan. The Urban Design Plan sets out the maximum height limits (9 – 25 metres), minimum setbacks (4m – 15metres), maximum site coverage (50%) and minimum soft landscaping (15%). It also prescribes urban design principles and built form controls for the industrial and business park precincts, and includes development controls to address ESD principles, landscaping, external materials and colours, access, parking and loading, and site water management.

The key features of the Urban Design Plan are the proposed exempt and complying provisions. The exempt development provisions are generally consistent with those that currently apply to the site. The complying development provisions are proposed to be extended and include:

- new light industrial uses;
- change of use from an approved light industrial, high technology, storage or research activity to another type of light industrial, high technology, storage or research activity;
- alterations to approved light industrial, high technology, storage or research activity;
- new warehouse or distribution uses;
- change of use from an approved storage or distribution centre to another type of storage or distribution centre;
- alteration to an approved storage or distribution centre; and
- internal alterations to commercial uses.

The notion of “associated office space” is deemed suitable on the Greystanes SEL to ensure some synergies are delivered on the site and there is an appropriate mix of complementary uses. The Department raised preliminary concern with the density of such uses in the industrial precinct, particularly having regard to the potential for the industrial uses to be compromised by office development, and the increased reliance of private car use. To this end, Boral has committed to:

- a maximum of 50% of the GFA can be developed for the purposes of associated office space where the site is within 400m of a transit way bus stop; or
- a maximum of 30% of the GFA can be developed for the purposes of associated office space where the site is more than 400m from a transit way bus stop.

Resolution

The restriction on GFA within the industrial precinct for the purposes of associated office space is considered reasonable and has been reinforced in the recommended conditions of approval. The Department raises no issue with controls within the Urban Design Plan. The proposed exempt and complying provisions will be formalised through the State significant site listing in Schedule 3 of the Major Projects SEPP.

6.3.5 Traffic Generation and Management

Raised By

Blacktown City Council, Fairfield City Council, RTA, Blacktown and District Environment Group Inc. and the Department.

Consideration

The development proposes:

- a central north-south, 4-lane, 50 metre wide spine road / transit-way corridor;
- a north south "boulevard" 2-lane, 30 metre wide road running parallel to the spine road on the western boundary of the business park; and
- local roads (20 metre wide road reserve, 14 metre wide carriageway) to service the industrial lots.

Boral's traffic assessment report, prepared by Sinclair Knight Merz, compared expected traffic generation under the *Greystanes Estate – Employment Lands Precinct Plan 2001* and the *Greystanes SEL Concept Plan*. That assessment found that the NEL lands had to date generated less traffic than envisaged under the Precinct Plan and accordingly, the SEL could generate in excess of 4800 vehicles per hour (vph) in addition to the NEL traffic before exceeding the original traffic generation rates. Notwithstanding this, the exhibited proposal was expected to generate 4820 (vph) during the peak as a worst case scenario (i.e. maximum office uptake in the industrial precinct). On this basis, Sinclair Knight Merz's assessment concludes that the exhibited proposal in combination with the NEL development will generate less traffic than predicted by the Precinct Plan and the 2002 Deed of Agreement.

The key traffic issues raised during assessment relate to:

- local Councils' concerns regarding increased traffic movements on the local and regional road network, particularly as the proposal doubles the number of employees forecast by the Precinct Plan, yet claims less traffic will be generated;
- no consideration being given to the wider benefits of a link road to connect to the regional road network;
- need for upgrade of Prospect Highway and Great Western Highway interchange and the Blacktown Road and Prospect Highway interchange;
- view that the Prospect Highway needs to be upgraded to four lanes;
- Boral's assumptions that traffic can be accommodated at a lower Level of Service (LoS) than that desired by the three affected Councils; and
- the proposal is likely to generate increased traffic movements through surrounding residential developments.

Section 3.3.2 of Sinclair Knight Merz's Traffic and Transport Assessment indicates that the original traffic generation for the Greystanes Employment Lands (NEL and SEL) for 2016 was estimated to be approximately 5150 vph. However it should be noted that this figure has been adjusted for the 10% modal shift required by SEPP 59. When not adjusted, the traffic generation rate is closer to 5620 vph based on RTA's Guidelines for Traffic Generating Developments (as stated in Table 4.4 of "Greystanes Regional Requirements for Boral's Greystanes Estate" published September 1999).

It is from this mode-shifted Greystanes trip generation rate that the current actual NEL traffic has been deducted (assuming it too is the result of the available mode-shift) to generate a mode-shifted target for the SEL of 4880vph.

It is against this value (4880vph) that the current proposed SEL development is compared, using standard RTA Guidelines for estimating trip generation. Sinclair Knight Merz concludes the proposal will generate 60vph less during peak times than originally forecasted (4820vph). With the provision of bus services to the SEL a further mode shift from NEL and reduction in existing NEL traffic levels is expected.

In terms of regional road upgrades, there appears to be no nexus between the development and the need to upgrade the Great Western Highway / Prospect Highway intersection or the Prospect Highway / Blacktown Road intersection, both of which are north-west of the site. Sinclair Knight Merz's assessment indicates that these intersections were identified as requiring upgrades prior to the adoption of the Precinct Plan and the RTA has confirmed that congestion is likely to occur on Prospect Highway as a result of this development. The RTA has also advised that there are no current plans by the RTA to upgrade the required intersections. The assessment further indicates that the provision of the north-south spine road will generate greater demand on road infrastructure south of the site by linking Fairfield and Wetherill Park to the M4. As discussed above, Boral has committed \$2.91 million to regional contributions for appropriate associated works to the southern regional road network. The Department is satisfied with this outcome and does not believe that the cited northern intersection upgrades are required solely as a result of this development.

Boral's adoption of a "D" LoS (i.e.: 43 – 56 seconds delay / vehicle meaning intersections are operating near capacity with accident study required) is recognised by the RTA as an appropriate long term threshold in its *Guide to Traffic Generation Developments*. Traffic capacity over the project's lifespan is generally consistent with the findings of the Precinct Plan, nevertheless the proposed road network works will be fully completed prior to release of the final stage and accordingly any traffic capacity overflow is expected to be "absorbed" by these upgrade works. This scenario would seemingly address concerns raised by the community regarding the impacts on local streets. The RTA has confirmed that to retain an acceptable Level of Service (i.e.: "D") an additional 17.6 kilometre lane and the Widemere Road / Davis Street intersection would be necessary in the Fairfield LGA irrespective of the development proposal.

Resolution

The proponent has agreed to undertake road works south of the Greystanes SEL to ameliorate the impacts of the concept plan development. Conditions of approval have been recommended to ensure such works are undertaken to the satisfaction of the appropriate roads authority.

6.3.6 Car Parking Provision

Raised By

Parramatta City Council, Holroyd City Council and the Department.

Consideration

The above average car parking rates proposed in the exhibited concept plan have been questioned as they are likely to encourage private car use, which is inconsistent with Metropolitan Strategy and draft SEPP 66 objectives. Council's have also raised highlighted that heavy reliance on private car usage is unsustainable, in the context of current climate change issues, particularly having regard to increased greenhouse gas emissions.

In response to these concerns and the Department's recommendations, Boral has committed to reducing the proposed car parking rates prescribed by the Urban Design Plan to comply with Holroyd City Council's minimum requirements for office and retail areas. Car parking rates for the industrial and warehouse developments will remain as in the exhibited concept plan, although it should be noted that these rates are already less than the Council's respective car parking rates for industrial and warehouses uses.

Table 3 compares the car parking rates proposed by Boral for Greystanes SEL with other business parks. The proposed car parking rates for the office and retail components are higher than equivalent averages in established centres whilst those proposed for industrial and warehouse uses are, on average, less than other centres. The same conclusions can be drawn when comparing the proposed Greystanes SEL car parking rates to Holroyd's, Blacktown's and Fairfield's respective car parking requirements.

**Table 3: Comparison of Car Parking Rates at Greystanes SEL,
Established Business Parks and Local Government Areas**

Location	Office	Retail	Industrial	Warehouse
Greystanes SEL	1 / 35m ²	1 / 16m ²	1 / 77m ²	1 / 300m ²
Other Employment Areas				
Norwest	1 / 25m ²		1 / 50m ²	1 / 100m ²
Austlink (Terrey Hills)	1 / 30m ²		1 / 50m ²	
Australia Centre	1 / 40m ²	1 / 22m ²	1 / 100m ²	
Macquarie Bank	1 / 46m ²		1 / 46m ²	
Slough Business Park	1 / 38m ²		1 / 77m ²	1 / 300m ²
Lane Cove	1 / 40m ²		1 / 80m ²	1 / 80m ²
Council Rates				
Holroyd City	1 / 40m ²	1 / 20m ²	1 / 70m ²	1 / 70m ²
Blacktown City	1 / 40m ²		1 / 75m ² or 1 / 200m ²	1 / 75m ² or 1 / 200m ²
Fairfield City	1 / 40m ²		1 / 70m ²	1 / 80m ²

Resolution

The Department considers that the preferred project report adequately addresses the car parking concerns raised by the affected Councils in their submissions. The reduction in modal split discussed in Section 6.3.4 above will complements the proposed car parking rates. The recommended conditions of approval seek to formalise these rates.

6.3.7 Strategic Bus Corridor No. 43

Raised By

Holroyd City Council, Ministry for Transport and the Department.

Consideration

Delivery of Strategic Bus Corridor 43 is the key issue for the Ministry of Transport, and particularly the alignment and the timing of the road network to support the bus corridor. The Ministry has confirmed Strategic Bus Corridor 43 as currently identified in the Metropolitan Strategy provides the strategic "missing link" which will connect Strategic Bus Corridors 11 and 34 to Blacktown and provide enhanced access from Blacktown to other major centres via Strategic Bus Corridors 1, 2, 3 and 4. The concept alignment for Strategic Bus Corridor 43 will be determined by the Ministry in conjunction with bus operators as part of the development of the integrated network plan for this region, and is scheduled to be launched at the end of 2007. To this end, the Ministry (through the Department of Planning) has entered into negotiations with Boral to ensure prioritisation of works to provide for the construction of Strategic Bus Corridor 43 is to a high standard, and delivered as soon as possible. This process is being delivered through the amended Deed of Agreement discussed in Section 6.3.3 above.

The proponent argues that the increased employment density adjacent to a strategic bus transit way is consistent with the Metropolitan Strategy which states that "the planning of new areas... can consider ways to achieve higher job densities to improve opportunities for public transport usage and provision". In particular the Metropolitan Strategy Action A1.8 notes that new technology and business parks need to make better use of existing or proposed public transport infrastructure.

While the Metropolitan Strategy does not differentiate between types of public transport infrastructure, Holroyd City Council has noted that all except one of the business parks identified in the Metropolitan Strategy are either near existing or future rail stations. The Council has voiced concern that in the long term, vehicle usage will increase as the work force population travels to the Greystanes SEL site whereas previously it would have been forced to travel by public transport to offices in major centres located on rail lines.

Resolution

The Department considers that the proposed bus corridor is appropriate justification for supporting increased employment densities on this site. Notwithstanding this, the construction and servicing of the bus corridor cannot

be relied upon alone. The imposition of appropriate modal splits, reduced car parking rates, appropriate traffic measures, and implementation of the proposed staging plan will ensure the bus corridor is used effectively and efficiently. The conditions of approval seek to reinforce this position.

6.3.8 Groundwater

Raised By

Department of Environment and Conservation (former) and Department of Natural Resources (former)

Consideration

Groundwater is present in two aquifers within the SEL site, and has been demonstrated to alkaline (pH) and saline (salinity). The proposal seeks to design and construct a groundwater drainage system that intercepts and removes groundwater from the finished levels of the site (post earthworks) and maintains groundwater levels below the base of the development. This essentially means artificially lowering the water table.

Two options are currently being investigated that could feasibly deliver this objective; a pumping network whereby groundwater would be pumped to a treatment area prior to re-use or discharge from the site, or a lateral drainage system which involves installation of highly permeable drains / material which would subsequently be pumped from collection points to a treatment area before being re-used or discharged from the site. Both options drain the groundwater to lower points adjacent to the east and west batters as seen in Figure 10.

The groundwater will then be treated to a lower pH. Treatment for nutrients will occur at Widemere East before being re-used for various purposes including irrigation of parks, pumping off site for community use, or discharge into local creeks. If discharged to the creek network, licences will be required from DECC.

Through its Statement of Commitments, Boral has indicated that a Groundwater Management Plan will be developed to ensure the ongoing management and maintenance of both groundwater levels and treatment systems. Finalisation of the GMP is proposed to occur prior to the release of the subdivision certificate for the final stage.

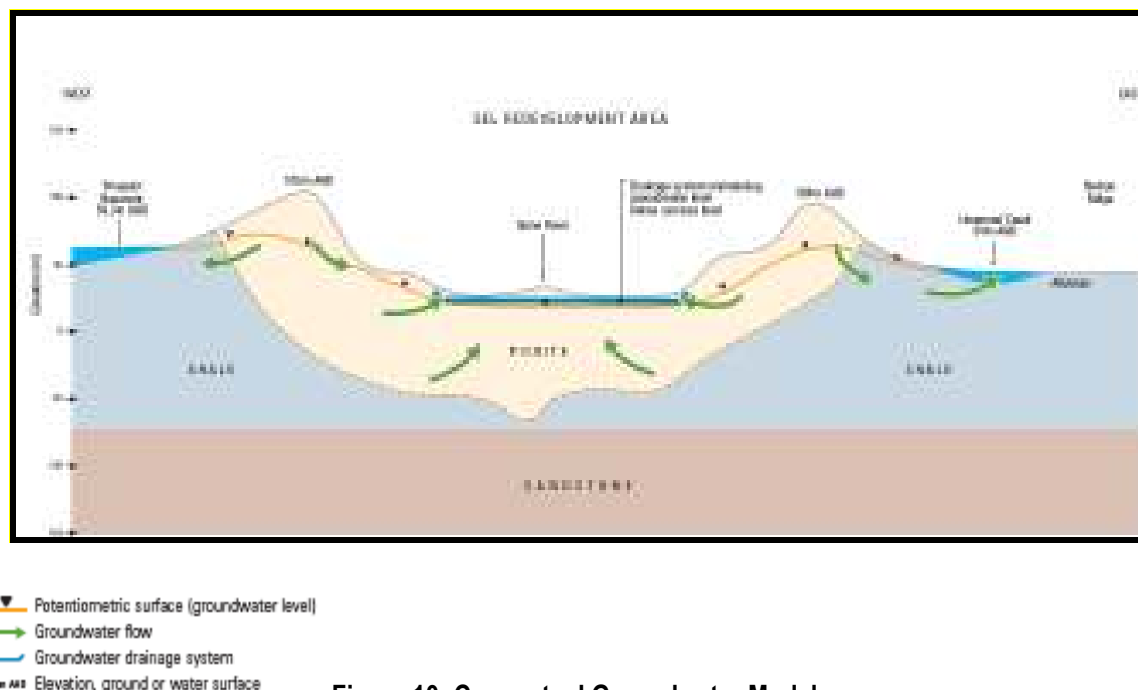


Figure 10: Conceptual Groundwater Model

The Department of Natural Resources (DNR), as the authority responsible for issuing any potential groundwater licence under the Water Act 1912, has specified the details that will be required to be submitted by Boral, in order to obtain a water licence. This includes:

- consideration of any water seepage from Prospect Reservoir;

- the nature of any on-site detention system and subsequent necessity for licences if designed as recharge structures;
- the nature and impact of any fill will need to be identified;
- a hydrogeological assessment will need to be provided in support of any future licence application; and
- an exact quantification of the annual volume of water to be drawn;
- verification of final treatment quality;
- confirmation of the entity responsible for the ongoing maintenance and management.

In its response to submissions, Boral has indicated there is no evidence of groundwater egress from the Prospect Reservoir into the aquifer and that no recharge of the aquifer is proposed from the groundwater collection system. The cut and fill proposed on the site uses existing materials, and accordingly no change in the impact on groundwater quality is predicted. Boral has further committed to approaching DNR to obtain all necessary licences (and will submit all necessary information concurrently) following determination of the concept plan.

Resolution

The Department is satisfied the concerns of DNR have either been adequately addressed in the response to submissions or can be addressed following approval of the concept plan. Conditions of approval have been recommended requiring on going consultation with DNR to ensure any future groundwater management system meets current Government policy and best practice targets.

6.3.9 Stormwater Management

Raised By

Department of Natural Resources and Fairfield City Council

Consideration

The Greystanes SEL lies at the boundary of the Greystanes Creek catchment in the north and Prospect Creek catchment in the south. The final landform of the quarry will collect all surface water runoff and direct it to the perimeter drains proposed to be constructed as part of the subdivision works. All stormwater will then drain to Widemere East prior to being discharged to Prospect Creek. This design is consistent with the controls set out within the adopted Precinct Plan and current stormwater guidelines and policies.

Previous modelling undertaken by the Bewsher Consulting Limited (which undertook flood modelling on behalf of Fairfield and Holroyd City Councils) indicates that a peak outflow of 0.2 cubic metres per second from the site will result in a change in flood levels of less than 10mm. This is consistent with Fairfield and Holroyd City Councils' requirements. On this basis, on-site detention within individual industrial lots is proposed to detain stormwater up to the 100 year ARI event before being released to the perimeter drains at a reduced flow. Stormwater overflow will be directed into a storage area that will also serve as a water quality treatment device. The stormwater management strategy for the former quarry site is shown in Figure 11.

Further bio-retention swales with filtration material will extend along the spine road while the perimeter channels will be vegetated to promote filtration of stormwater as it flows towards Widemere East. A further bio-retention system at Widemere East (designed to cater for the 100 year ARI event) will provide the final treatment of stormwater run-off before discharge to Prospect Creek (Figure 12). On site stormwater detention will also be provided within the business park, with stormwater detention facilities also provided to accommodate storm events up to and including the 100 year ARI event. Discharge directly to Widemere East will again be available. These arrangements for the site will ultimately result in a target reduction of 80% in suspended solids and 45% in nitrogen and total phosphorous. This is consistent with the Precinct Plan outcome.

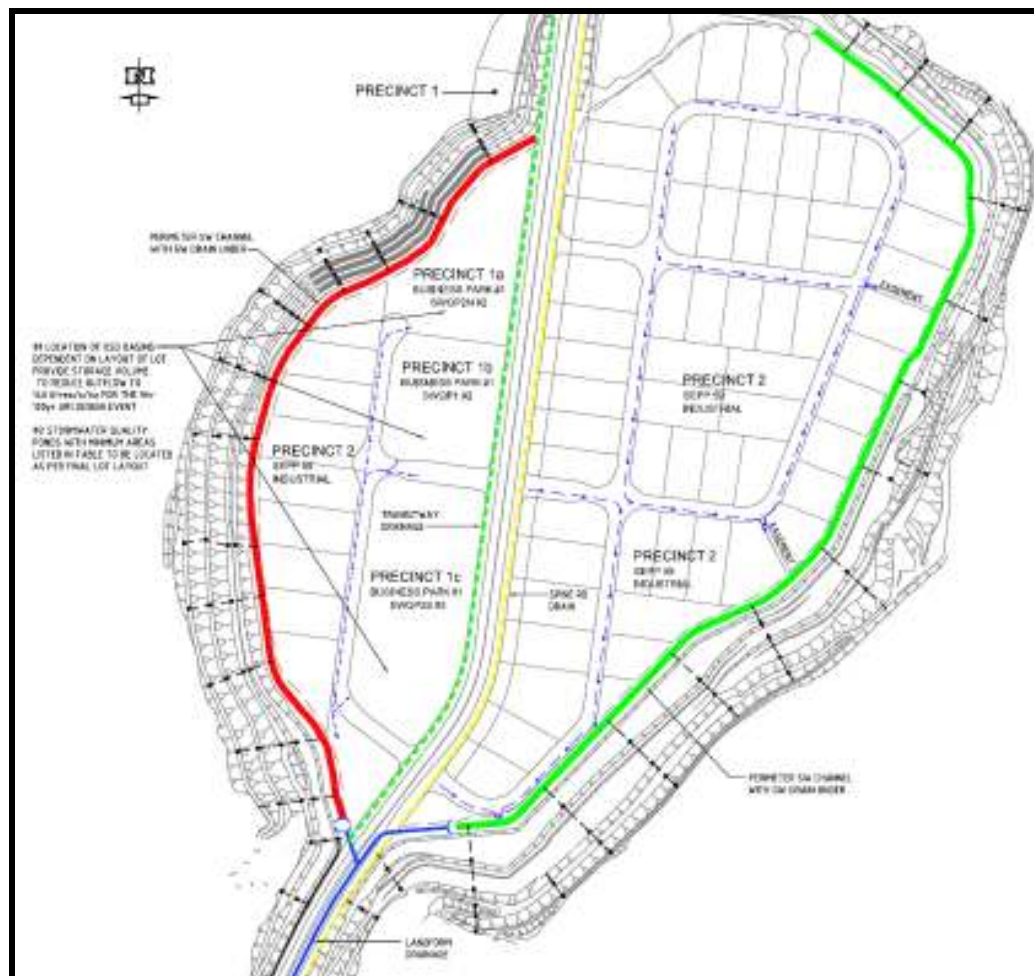


Figure 11: Stormwater Management Strategy (quarry site)

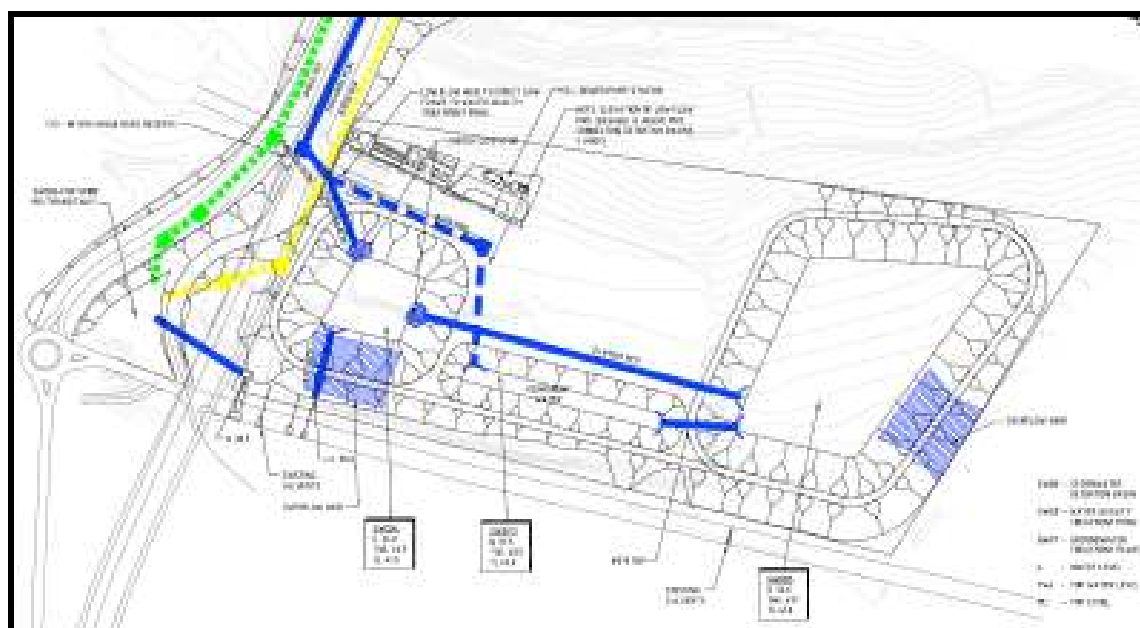


Figure 12: Stormwater Management Strategy (Widemere East)

DNR has requested any treatment system be maintained as a fail-safe option and that any water treatment activities must achieve reasonable water quality improvement to the current water quality of any potential receiving creek. Boral has committed to ensuring any untreated water is not discharged into waterways and has agreed to accept appropriate conditions on the future licence that will be required to be obtained.

Fairfield City Council raised the following concerns with the proposal:

- the lack of proposed harvesting and reuse of stormwater collected on site;
- lack of details regarding the Maintenance Management Plan including responsibilities for implementation of the Plan; maintenance and inspection schedules; ongoing cost of maintaining the system; life cycle costing - timing for replacement of the system and funding arrangements; and stormwater quality monitoring;
- no indication as to whether the detention basin is prescribed by the Dam Safety Committee;
- the need to address the 1:2000 and PMF flood events to determine flood impacts on Prospect Creek; and
- the proposed southern road connection, which Boral proposes to be built at grade, has not been designed to take into account flood issues at Prospect Creek.

The commitments made by the proponent and the Urban Design Plan provisions require individual lots to provide onsite detention storage in either landscaped areas or rainwater tanks which could be reused. The Department has recommended a condition requiring Boral to use its best endeavours to ensure on-site re use is adopted.

The Maintenance Management Plan will be prepared for the perimeter channels, detention basin and stormwater treatment basins. This Plan will also cover water quality monitoring of discharge at the Widemere East discharge outlet. The finalisation and implementation of this Plan is proposed following concept plan approval. From a conceptual perspective, the Department is satisfied the proposed stormwater arrangements can work and accordingly the Management Plan does not need to be finalised prior to the Minister's approval. However, the Department agrees with Council's comments regarding the current lack of information and in this regard has recommended conditions requiring Boral to prepare the Management Plan in consultation Fairfield City Council to ensure local specifications /standards are satisfied.

Fairfield City Council's request to confirm the Dam Safety Committee's requirements has been addressed. The Committee has determined to prescribe the basin with a "Significant" Consequence Category and has advised that the overall design conforms to the Committee's requirements. Appropriate conditions of approval have been formulated to address the Committee's information and administrative processes.

Finally, with respect to Council's comments regarding flooding impacts, the Department agrees with Boral's argument that development has been designed around the accepted flood planning level of a 1:100 year flood event, consistent with State Government Policy. Conditions of approval require the proponent to submit works-as-executed plans to Council for the stormwater arrangements, and particularly demonstrating the southern road has been designed to address flooding impacts.

Resolution

The concerns raised by DNR and Fairfield City Council have been fully considered by the Department. The Department agrees in principle to the proposed stormwater management measures proposed by the Greystanes SEL. Conditions of approval have been recommended which require Boral to continue working with relevant organisations to ensure the proposal does not have significant stormwater impacts.

6.3.10 Heritage

Raised By

NSW Heritage Council NSW and Darug Tribal Aboriginal Corporation.

Consideration

The Greystanes SEL site is not a locally or State heritage listed item. It should be noted however that Prospect Reservoir including the Lower Canal, Upper Canal System, Veteran Hall and Prospect Hill which are all in the vicinity of the site are listed on the State Heritage Register. The basin-like nature of the site will mean that development within the site will not impede existing heritage items or views to / from them

The Heritage Office has requested an interpretive strategy be prepared for the site. Key recommendations made include:

- retention of industrial heritage items on the site rather than photo archiving;
- revisions to the Urban Design Guidelines to refer to locally indigenous species; and
- a palette of colours be used that reflect the previous use of the site as a quarry.

The Heritage Council's recommendations regarding the use of locally indigenous species has been agreed to by Boral and the revised Statement of Commitments reflect this principle.

Boral has committed to the preparation of an interpretive strategy limited only to photos, plans, maps and records. The request to preserve actual items has been refuted by the proponent on the basis that such a practice would be impractical from a public safety and maintenance perspective. Boral's argument for not retaining and incorporating quarry items (i.e.: jaw crusher, excavator buckets, cone crusher, remnant railway embankment, short shaft cone crusher) is difficult to support in light of similar elements being installed at Boral's Head Offices, adjacent to the SEL site. Whilst the Department is not convinced that all items specified by the Heritage Council should be retained, Boral should be required to install a selected number of items throughout the estate.

Boral has also rejected the Heritage Council's comments regarding the use of an appropriate colour palette. Heritage Council is recommending any palette consist of dark earthy colours, lighter accent colours and avoids white / light colours on large surfaces. Whilst the Precinct Plan's external materials and colours provisions do not prescribe a palette, it does require the use of "subtle, recessive and non-reflective" materials. Colour variations are encouraged to be kept at a minimum and accent colours are deemed acceptable for corporate and architectural detail only. The relevant design guidelines within the Urban Design Plan are generally consistent with the Precinct Plan and the Department is comfortable with their requirements. A strict colour palette is not warranted on the basis that the site interpretation strategy (including the retention of items as discussed above) is considered an appropriate heritage response.

The Dharug Tribal Aboriginal Corporation has requested it be provided with an opportunity to recover any potential artefacts prior to development commencing, particularly as relics have previously been uncovered at or near the development site. The Corporation has also requested an aboriginal heritage assessment be carried out in consultation with the Dharug Tribal Aboriginal Corporation.

No Aboriginal items are likely to be uncovered within the greater SEL site as the site has been significantly disturbed through quarrying activities. Boral's revised Statement of Commitments includes commitments to invite relevant land councils to monitor removal of top soil at Widemere East and ensure that any artefacts will be given to the appropriate group. This is an appropriate resolution to this issue.

Resolution

The Department is of the view that the concerns of the Heritage Council and the Dharug Tribal Aboriginal Corporation have been adequately addressed through the preferred project report and revised Statement of Commitments.

6.3.11 Consideration of Ecologically Sustainable Design (ESD) Principles.

Raised By

Department of Planning

Consideration

There are five accepted ESD principles:

- (a) decision-making processes should effectively integrate both long-term and short-term economic, environmental, social and equitable considerations (the integration principle);
- (b) if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation (the precautionary principle);

- (c) the principle of inter-generational equity - that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations (the inter-generational principle);
- (d) the conservation of biological diversity and ecological integrity should be a fundamental consideration in decision-making (the biodiversity principle); and
- (e) improved valuation, pricing and incentive mechanisms should be promoted (the valuation principle).

The Department has reviewed the proposal in light of the ESD principles and makes the following comments:

- **Integration Principle** - the economic benefits of the proposal are well documented. The environmental impacts are and will be addressed through the proponent's Statement of Commitments and recommended conditions. Additionally the environmental impacts will be assessed as future applications are lodged. The Department's assessment has duly considered all issues raised by the community and public authorities. The proposal as recommended for approval does not compromise a particular stakeholder or hinder the opportunities of others. The proposal's promotion of good public transport access, and jobs closer to home, is extremely important and supported.
- **Precautionary Principle** – the Environmental Assessment is supported by technical and environmental reports which conclude that proposal's impacts can be successfully mitigated. No irreversible or serious environmental impacts have been identified. The conditions require additional information to ensure the proposal's extent and nature is fully documented and opportunities are provided for proposed mitigation and management measures to incorporate best practices.
- **Inter-Generational Principle** – the site's current use as a quarry provides little environmental gain. The redevelopment of the Greystanes SEL site will provide significant employment in Western Sydney in a well designed industrial and business park that implements current best practice. Through implementation of the Concept Plan, environmental and management practices will be upgraded, enhanced or introduced to ensure the environment is protected for future generations.
- **Biodiversity Principle** – there is no natural vegetation on the site and the site does not contain any threatened or vulnerable species, populations, communities or significant habitats. A landscaping strategy is required under the Urban Design Plan. The preferred project proposes to ensure the proposed stormwater management system treats water to satisfy sediment suspension and nitrogen and phosphorus level targets are achieved before any discharge to local creeks occurs thereby further satisfying the biodiversity principle.
- **Valuation Principle** – the proposal seeks to promote new industrial and business park development in an identified employment area, significantly enhancing existing infrastructure, and enabling residents to live near work opportunities. The proposal will provide relatively affordable employment lands in Western Sydney. The provision of significant infrastructure contributions will subsidise and / or alleviate Government funding, therefore alleviating demand on the public purse.

Despite objectives in the Urban Design Plan, the proposal includes no benchmarks or commitments in regards to ESD and provides limited analysis of the sustainable designs that could be adopted on site.

The proposal needs to provide further analysis of ESD and should include / ensure:

- (v) stronger principles which encourage future development to consider the potential for stormwater / rainwater harvesting within the industrial precinct to augment the supply of potable water to Sydney or be available for re-use on site;
- (w) performance targets for all buildings on the Greystanes SEL site to achieve in order to reduce energy consumption and greenhouse gas emissions; and
- (x) relevant building rating schemes are adopted and achieve at least best practice.

- (y) Conditions of approval have been recommended requiring the proponent to investigate opportunities through revisions to the Urban Design Plan for a future development to address the above issues.

Resolution

Subject to appropriate ESD measures being explored and implemented on the site, the Department raises no further concerns with the development in terms of ESD principles.

7 CONCLUSION

The Department has reviewed the environmental assessment and the preferred project report for both the Greystanes SEL Concept Plan and subdivision project application. In doing so, the Department has duly considered advice from public authorities as well as issues raised in general submissions in accordance with Section 75(2) of the Act and has formed the view that the proposal can be recommended for approval.

All relevant environmental issues associated with the proposal have been extensively assessed. The project application predominantly raises standard traffic and construction issues. The majority of environmental and planning issues associated with the development proposal have been in relation to the development of the site as a business and industrial park. These issues primarily focus upon the strategic context of the business park, quantum of retail, traffic generation and management, car parking provision, stormwater management and groundwater impacts, and heritage.

Boral has scaled back the retail, density and car parking components of the proposal in response to the issues raised. The submitted Preferred Project Report and Statement of Commitments further seek to address the concerns and provide added mitigation measures.

In balancing the State significant planning outcomes with the issues raised above, the Department is of the view that the proponent has satisfactorily mitigated the impacts arising from the redevelopment. The recommended conditions of approval for the Concept Plan (at Appendix A) seek to formalise the parameters of the proposal to encourage good urban design, maintain the amenity of the local area, and adequately mitigate the environmental impacts of the development.

If developed in accordance with the recommended conditions, the Concept Plan will provide for development which encompasses:

- An industrial precinct comprising 76 lots, one of which be used for the purposes of hotel accommodation;
- 97,500m² gross floor area (GFA) for the purposes of a business park;
- 6,500m² of retail uses, comprising a supermarket (maximum 2,500m²), tavern (maximum 2,500m²) and other service retail (maximum 1,500m²);
- 0.75:1 floor space ratio within the industrial precinct;
- car parking rates for the proposed office, retail, industrial and warehouse uses as follows:

• Office	1/40m ²
• Retail	1/20m ²
• Industrial	1/77m ²
• Warehouse	1/300m ²

The redevelopment will facilitate State and regional planning outcomes by contributing up to 8,000 permanent employment opportunities on the site; satisfying Metropolitan Strategy Objectives which seek to promote appropriate and timely staging and delivery of new employment lands and protect and enhance already recognised State significant employment lands; and locating significant employment opportunities in Western Sydney on a proposed public transport network (i.e. Strategic Bus Corridor No. 43). The proposal also satisfies ESD principles.

Overall, the proposed development is considered to be acceptable. The Department is of the view that the combination of the statements of commitment made by Boral together with supplementary conditions of approval will effectively mitigate and manage the potential impacts within acceptable environmental limits.