

Environmental Assessment  
**DEXUS Estate Industrial Park Project**  
Greystanes Southern Employment Lands  
June 2009



Prepared for:  
**DEXUS Funds Management Limited**  
Lv 9, 343 George Street. SYDNEY NSW 2000

## DISCLAIMER

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## CERTIFICATION BY AUTHOR

### Part 3A Environmental Assessment

Prepared under the *Environmental Planning and Assessment Act 1979*

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#### Project to which Part 3A applies

Application number	08_0259
Project	DEXUS Estate Industrial Park Project – Greystanes Southern Employment Lands
Proponent name	DEXUS Funds Management Limited
Proponent address	Lv 9, 343 George Street SYDNEY NSW 2000
Land to be developed	Lot 308 DP 1035614; Part Lots 200 and 201 DP 1121844, Reconciliation Drive, Greystanes

#### Certificate

I certify that I have prepared the contents of this document, and to the best of my knowledge the assessment:

- has been prepared in accordance with the requirements of Part 3A and the Regulations; and
- does not contain false or misleading information.

#### Signature



**Name** Colin Rockliff  
**Date** 12 June 2009



## EXECUTIVE SUMMARY

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), within the former Prospect Quarry.

The Greystanes SEL is the subject of a concept plan and project approval approved by the Minister for Planning in 2007, and is a State significant site listed under *State Environmental Planning Policy (Major Projects) 2005*.

The project has been designed in a manner that is generally consistent with the Greystanes SEL concept plan, and involves:

- subdivision of the *DEXUS Estate* site;
- construction of internal estate roads and site services;
- detailed earthworks; and
- construction and use of industrial facilities (specifically warehousing and distribution centres) across the site.

The project would, essentially, develop the entirety of the *DEXUS Estate*. DEXUS' objective is to construct a world-class and distinctive industrial park that maximises the opportunities of the site and is aligned with foreseeable market demand for industrial facilities in Western Sydney.

The project has a capital investment value of approximately \$150 million, and is expected to generate 800 full-time equivalent jobs during the 5 year construction period, and 2,000 jobs during operation.

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

The key environmental issues identified for assessment in this Environmental Assessment include:

- layout and design quality;
- consistency with the Greystanes SEL concept plan approval, State significant site provisions and the concept plan's Urban Design Plan;
- visual amenity, particularly related to building heights and the potential for impact on the nearby Prospect Hill heritage area;
- economic impacts, particularly related to the quantum of office space;
- traffic and parking;
- soil and water;
- greenhouse gas and energy efficiency; and
- noise.

Assessment of these and other environmental issues indicates that the project is able to be conducted in a manner that would not result in any significant environmental impacts, or impacts on the amenity of surrounding land users.

DEXUS has committed to a range of measures to ensure that the project is undertaken in an orderly and environmentally responsible manner.

Importantly, the project is considered to be generally consistent with the aims and objectives of the Greystanes SEL concept plan and the State significant site provisions. Where the project departs from the applicable development standards in these instruments – principally in relation to building heights and setbacks in limited areas of the site – the changes are not expected to result in any adverse impacts, whilst significantly improving the development opportunities presented by the site.

The project is also considered to be compatible with the future desired character of the area under the NSW Government's Metropolitan Strategy. The project would have significant social and economic benefits for the local area through the provision of increased employment opportunities and a significant capital investment in the Western Sydney Employment Hub.

Accordingly, it is considered that the project represents orderly development of the land. It is respectfully requested that the Minister, having due regard for the information submitted in this Environmental Assessment, grant approval to the project.

# CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>2</b>
1.1	Overview .....	2
1.2	Background .....	2
1.3	Proposed Project .....	4
<b>2</b>	<b>THE SITE .....</b>	<b>5</b>
2.1	Site Location .....	5
2.2	Site Analysis .....	6
2.2.1	Surrounding Development .....	6
2.2.2	Transport Infrastructure Interface .....	7
2.2.3	Views .....	7
2.2.4	Orientation .....	7
2.2.5	Flora and Fauna .....	8
2.2.6	Topography .....	8
2.3	Greystanes SEL Concept Plan .....	8
2.3.1	Aims and Objectives .....	8
2.3.2	Landuse Concept .....	8
2.3.3	Indicative Subdivision and Built Area .....	12
2.3.4	Infrastructure and Services .....	13
<b>3</b>	<b>PROJECT DESCRIPTION .....</b>	<b>18</b>
3.1	Project Summary .....	18
3.2	Subdivision .....	20
3.3	Earthworks and Construction .....	21
3.4	Proposed Facilities .....	21
3.4.1	Masterplan Layout .....	21
3.4.2	Building Heights .....	22
3.4.3	Building Appearance and Finishes .....	23
3.5	Infrastructure and Services .....	24
3.5.1	Access and Road Network .....	24
3.5.2	Stormwater .....	25
3.5.3	Potable Water .....	25
3.5.4	Sewer .....	25
3.5.5	Electricity .....	26
3.5.6	Telecommunications .....	26
3.5.7	Gas .....	26
3.6	Resource Use Management .....	26
3.6.1	Water Conservation .....	26
3.6.2	Energy Conservation .....	27
3.7	Landscaping .....	27
3.8	Fencing, Lighting and Security .....	27
3.9	Signage .....	27
3.10	Staging .....	28
3.11	Hours of Operation .....	29
3.12	Capital Investment .....	29
3.13	Employment .....	29
<b>4</b>	<b>PLANNING CONTEXT .....</b>	<b>30</b>
4.1	Strategic Context .....	30
4.1.1	Metro Strategy .....	30
4.1.2	State Plan .....	31

4.2	Statutory Context .....	31
4.2.1	Major Project.....	31
4.2.2	Permissibility.....	31
4.2.3	Environmental Planning Instruments.....	31
4.2.4	Objects of the EP&A Act.....	33
4.3	Consistency with Greystanes SEL Concept Plan.....	34
4.4	Developer Contributions .....	36
<b>5</b>	<b>CONSULTATION AND IDENTIFICATION OF KEY ISSUES.....</b>	<b>37</b>
<b>6</b>	<b>ENVIRONMENTAL ISSUES .....</b>	<b>39</b>
6.1	Layout and Design .....	39
6.2	Visual Amenity .....	41
6.2.1	Visual Context and Resources .....	42
6.2.2	Visual Sensitivity.....	44
6.2.3	Visual Opportunities and Constraints .....	45
6.2.4	Assessment of the Project against the Visual Opportunities and Constraints .....	48
6.2.5	Overall Extent of Visual Impacts.....	48
6.3	Greenhouse Gas and Energy Efficiency.....	49
6.4	Socio-Economic Impacts .....	50
6.5	Other Issues.....	51
<b>7</b>	<b>CONCLUSION .....</b>	<b>57</b>
7.1	Statement of Commitments Summary.....	57
7.2	Consideration of Alternatives.....	58
7.3	Project Need and Justification .....	59

## TABLES

Table 3.1:	<i>DEXUS Estate</i> Project Summary
Table 3.2:	Project Details
Table 5.1:	Previous Greystanes SEL Consultation and Key Issues Raised
Table 6.1:	Project GHG Emissions
Table 6.2:	Consideration of Other Environmental Issues
Table 7.1:	Statement of Commitments Summary

## FIGURES AND PLANS

Figure 1.1:	Regional Context Plan
Figure 1.2:	Greystanes Estate Location Plan
Figure 2.1:	Aerial Photo
Figure 2.2:	Site Analysis Plan
Figure 2.3:	Landuse Plan
Figure 2.4:	Widemere
Figure 2.5:	Utilities/ Common Areas Plan
Figure 2.6:	Concept Subdivision Plan
Figure 2.7:	Indicative Built Area Plan
Figure 2.8:	Concept Road Layout Plan
Figure 2.9:	Stormwater Management Strategy
Figure 2.10:	Services Strategy
Figure 3.1:	Proposed Masterplan



Figure 3.2:	Masterplan Alternatives
Figure 3.3:	Height Distribution Plan
Figure 3.4:	Typical Elevations
Figure 3.5:	Approved Staging Plan
Figure 4.1:	Sydney Employment Lands
Figure 4.2:	UDP and Proposed Road Layouts
Figure 6.1:	Visual Receivers
Figure 6.2:	Visual Resources
Figure 6.3:	Site Sections showing sight lines

## APPENDICES

A	Director-General's Requirements
B	Greystanes SEL Concept Plan Approval (as modified)
C	Greystanes SEL Concept Plan Urban Design Plan
D	Architectural Design Plans
E	Urban Design Package
F	Landscape Masterplan
G	Environmental Planning Instrument Consideration
H	Greystanes SEL Concept Plan Consideration
I	Visual Impact Assessment
J	Energy and Greenhouse Gas Assessment
K	Traffic Assessment
L	Stage 1 Site Audit Statement
M	Surface Water and Groundwater Assessment
N	Waste Management Plan
O	Statement of Commitments



# 1 INTRODUCTION

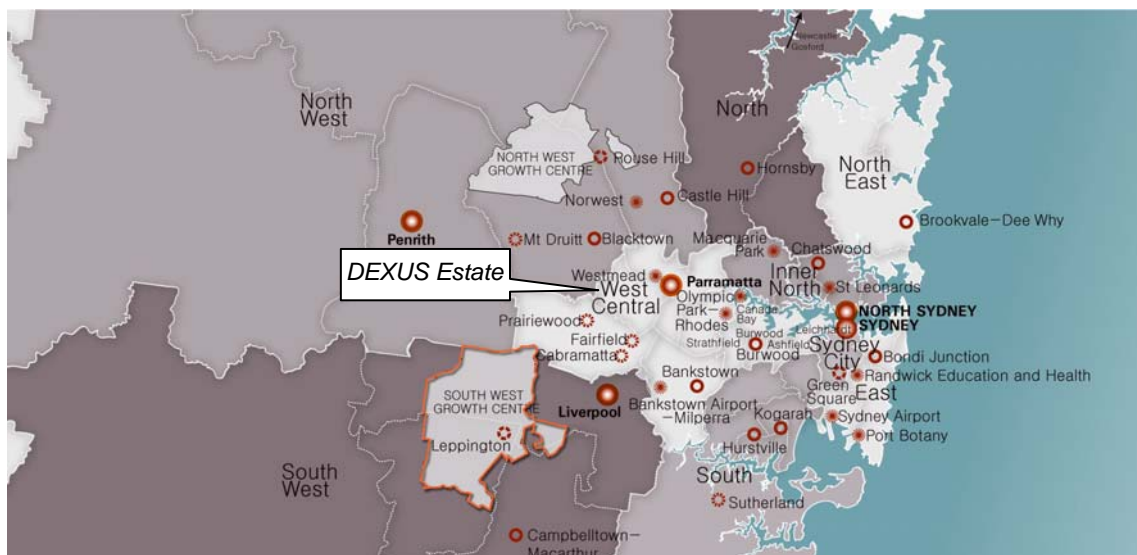
## 1.1 Overview

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 Greystanes SEL is the subject of a concept plan approved by the Minister for Planning in 2007.

This Environmental Assessment has been prepared by Rockliff PD on behalf of DEXUS to assist the Minister's and the Department of Planning's consideration of the project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

## 1.2 Background

The Greystanes SEL is situated on the former Prospect Quarry within the Greystanes Estate, at Prospect in Western Sydney (see Figure 1.1). The Greystanes Estate comprises the Northern Employment Lands (NEL), Residential Lands, Southern Employment Lands (SEL) and open space (see Figure 1.2). The Greystanes SEL occupies a total area of 156 hectares, whilst the wider Greystanes Estate occupies about 330 hectares.



**Figure 1.1: Regional Context Plan**

On 20 July 2007, the Minister for Planning approved a concept plan and project application (MP 06\_0181) from Boral Limited (Boral) for the Greystanes SEL under Part 3A of the EP&A Act. The approval was subsequently modified on 11 January 2008<sup>1</sup>. The approval as modified is attached in **Appendix B**.

The concept plan approval (as modified) provides for the creation of an industrial and business park on the Greystanes SEL site. The concept plan is described in detail in Section 2, and shown on Figures 2.3 to 2.10. In summary, the concept plan provides for:

- an industrial precinct comprising 75 industrial lots, one of which is proposed to be used for the purpose of hotel accommodation, with a maximum floor space ratio of 0.75:1 across the industrial lots;

<sup>1</sup> This modification (Modification 1) involved the reconfiguration of site superlots, revision of the stormwater and groundwater management systems and the consequential deletion of an industrial lot on Widemere East, an amendment to the heritage interpretation strategy, and minor housekeeping amendments.

- a business park precinct comprising a gross floor area of 97,000m<sup>2</sup> for business uses and 6,500m<sup>2</sup> for service retail uses; and
- associated infrastructure and services, including a conceptual road design comprising a central spine road (including provision for a future bus transitway) and local estate roads.

The concept plan approval dictates a range of design standards for development of the estate and for each of the proposed uses. These are discussed in Section 4 of this Environmental Assessment.



**Figure 1.2: Greystanes Estate Location Plan**

The accompanying project approval (as modified) provides for the:

- preliminary subdivision of the site into 6 development lots (ie. Lots 101 to 106), along with road and infrastructure corridors and community lots;
- subsequent subdivision and development of the site into (see Figure 2.3):
  - 74 industrial lots;
  - 1 hotel lot;
  - 2 main business park lots; and
  - ancillary infrastructure and community lots; and

- construction (including earthworks) of major infrastructure including roads, groundwater management works, stormwater management works, and detention ponds and bulk earthworks at Widemere East.

On 5 December 2008, the Greystanes SEL site was gazetted as a State significant site under *State Environmental Planning Policy (Major Projects) 2005* (Major Projects SEPP). The Major Projects SEPP establishes zoning provisions and permissible uses for the Greystanes SEL site, and details applicable development standards (see Section 4.2.3 for further detail).

It is noted that the Department of Planning is currently assessing an additional application to modify the concept plan. This modification (Modification 2) was lodged by Boral with the Department on 5 September 2008. The requested modifications involve amendments to the subdivision layout to provide an additional industrial lot (at Widemere), reduce the width of the spine road corridor from 50 metres to 35 metres, and to amend commitments regarding approval of the southern road connection and contributions to bus services. These requested modifications do not have any impact on the site the subject of DEXUS' application.

The approvals and planning context for the site is described in more detail in Section 4.

### 1.3 Proposed Project

DEXUS is proposing to develop the 47 hectare *DEXUS Estate* site (the site) for industrial purposes, in a manner that is generally consistent with the approved Greystanes SEL concept plan. The project involves:

- subdivision of the site;
- construction of internal estate roads and site services;
- detailed earthworks; and
- construction and use of industrial facilities (specifically warehousing and distribution centres) across the site.

The project is described in detail in Section 3.

The project would, essentially, develop the entirety of the *DEXUS Estate*.

The project has a capital investment value of approximately \$150 million, and is expected to generate 800 full-time equivalent jobs during construction and 2,000 jobs during operation.

It is noted that specific end-users for the facilities have not been identified at this time. Accordingly, approval is sought for operation of generic warehouse and distribution centre facilities from the buildings.



## 2 THE SITE

A detailed site analysis for the Greystanes SEL is provided in the Urban Design Plan (UDP) which forms a key component of the Greystanes SEL concept plan (the concept plan). The UDP is attached at **Appendix C**, and is discussed in more detail in Section 4.

The following provides a summary of the site attributes, as reproduced and adapted from the UDP for the purposes of the project.

### 2.1 Site Location

The 47 hectare *DEXUS Estate* site (the site) forms part of the 156 hectare Greystanes SEL, which in turn forms part of the approximately 330 hectare Greystanes Estate. The *DEXUS Estate* site is located wholly within the Holroyd local government area.

The Greystanes Estate is located in close proximity to the M4 Motorway, Great Western Highway, M7 Western Sydney Orbital road system and the Cumberland Highway providing high levels of accessibility to Metropolitan Sydney (see Figure 2.1). Also, unlike some other Western Sydney employment lands, services are readily available making it ideal for creating employment opportunities by either utilising or augmenting existing infrastructure.

The ultimate physical attributes of the employment zone, in addition to its accessibility to a regional transport network, make it ideal for a range of employment developments, as described below.

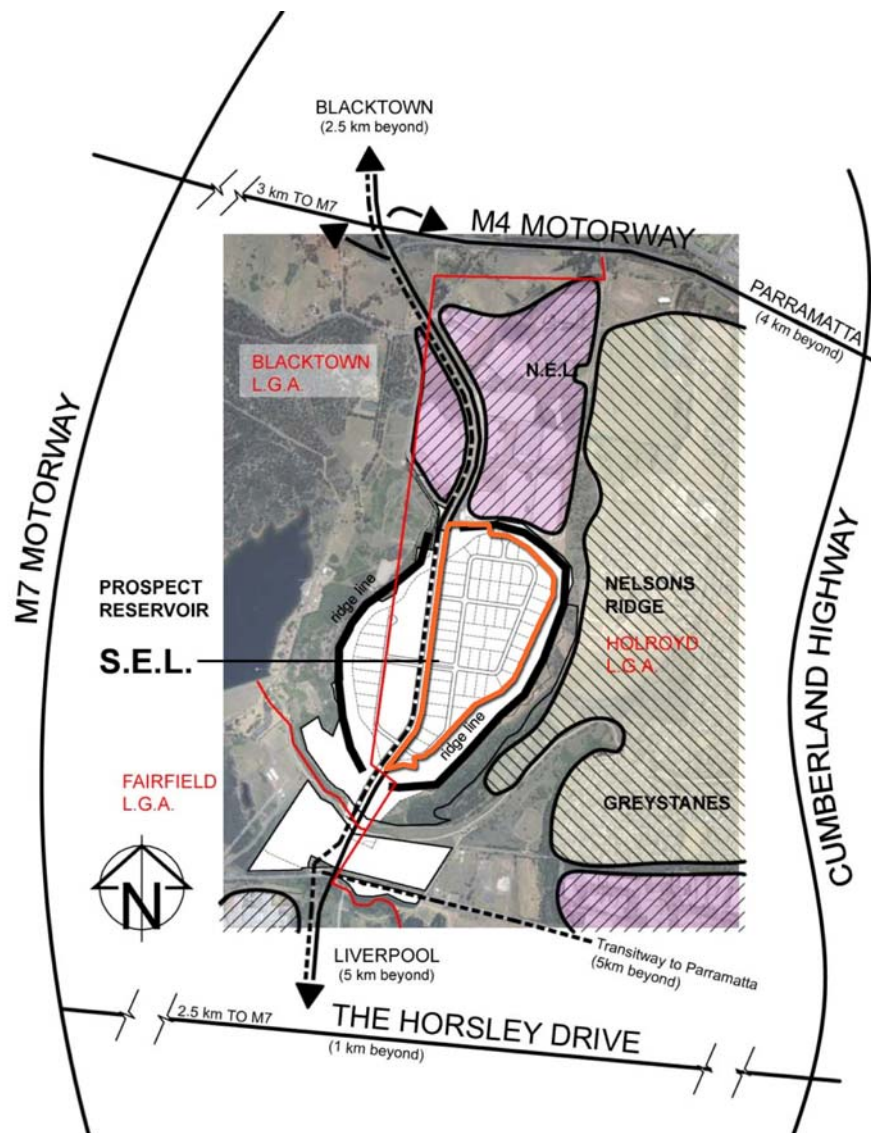


**Figure 2.1: Aerial Photo**

## 2.2 Site Analysis

The site is located within the former Prospect Quarry, which has been producing aggregate for use in construction materials for the last 100 years. The quarry is currently undergoing final rehabilitation and decommissioning, in parallel with infrastructure works for the Greystanes SEL.

The Greystanes SEL comprises the quarry itself, together with 3 smaller adjacent parcels to the south (see Figures 2.1 and 2.2).



**Figure 2.2: Site Analysis Plan**

### 2.2.1 Surrounding Development

Development surrounding the Greystanes SEL and the site is shown in Figure 2.1.

To the north lies the predominantly established Northern Employment Lands (NEL), an industrial subdivision consisting of lots sizes of approximately 5 hectares. Further north of the NEL is the M4 Motorway and the suburbs of Prospect, Girraween and (further afield) Seven Hills and Blacktown.

Areas directly south of the Greystanes SEL consist of a variety of open space regions, specifically Prospect Creek, Hyland Road Park (incorporating the Small-Bore Riffle Range and Pigeon Club), Gipps Road Sporting Complex, Rosford Street Reserve, and Long Street Park. Further afield again are the existing industrial /manufacturing areas of Wetherill Park, Smithfield and Fairfield West.

To the east is the residential area of Nelson's Ridge and the suburb of Greystanes. To the west of the Greystanes SEL is the Prospect Reservoir and Eastern Creek.

## 2.2.2 Transport Infrastructure Interface

The M4 Motorway and the Great Western Highway lie to north of the Greystanes SEL, providing high levels of accessibility to Metropolitan Sydney. Between these arterial roads and the SEL is the NEL, which is serviced by the established north-south Reconciliation Drive and secondary road network. A Bus Transitway dedication is located parallel to Reconciliation Drive.

To the south, The Horsley Drive and the Liverpool-Parramatta Bus Transitway are the main east-west arterial links from Wetherill Park. There is currently no public vehicular connection from Prospect Quarry to the arterial road network to the south, however the Greystanes SEL project approval provides for this connection.

The existing sections of the 'Lower Prospect' cycleway, adjacent to Widemere, utilise the path of the former Sydney Water Supply Canal to provide pedestrian and cycle movements between Prospect and Greystanes and beyond.

To the west lies the M7 Western Sydney Orbital road system, while to the east of the site are the heavily patronised routes offered by the Greystanes Road – Gipps Road – Hassell Street linkage, and further afield, the Cumberland Highway, both orientated north/south.

## 2.2.3 Views

There are greatly reduced visual implications arising from development within the Greystanes SEL, given that most of the development will be located on the finished quarry floor. The distance from the top of the existing quarry walls to the finished quarry floor is approximately 40 to 60 metres.

The UDP notes that there are 4 parcels of land included in the SEL that may be visible beyond the boundaries of the site, none of which are within the *DEXUS Estate* site. These parcels are:

- Part of Precinct 1 (see Section 2.3.2) located toward the crest of the north-western quarry wall;
- Widemere East precinct located on the southern foothills of the existing quarry;
- Widemere West precinct located on the southern foothills of the existing quarry; and
- the 'Southern-Cut' through the southern end of the quarry required to form the arterial road and transitway connections.

## 2.2.4 Orientation

The Greystanes SEL has a predominantly north-south orientation. The road network including Reconciliation Drive predominantly follows this bearing. The lot distribution roughly follows a north-south and east-west alignment of varying proportions in a regular matrix.



## 2.2.5 Flora and Fauna

The Greystanes SEL, given its historical and current use as a working quarry, is largely barren of flora and fauna. Existing flora and fauna is restricted in part to the upper reaches of the surrounding quarry walls, and in Widemere East and West. Vegetation in Widemere East and West present in parts examples of two endangered ecological communities – Swamp Oak Floodplain Forest and Swamp Sclerophyll Forest on Coastal Floodplains, however much of the vegetation is degraded or disturbed, with substantial areas of weed infestation.

There is no vegetation on the *DEXUS Estate* site itself, which is confined to excavated components of the former quarry.

## 2.2.6 Topography

Prior to the commencement of quarry activities, Prospect Hill was the dominant landform in the area. Extensive quarrying activity has modified the topography significantly. The landform today presents a crater-like appearance.

As part of Boral's quarry exit activities, the quarry floor is being progressively shaped to an essentially flat landform with a slight fall toward the southern end and to the toe of the quarry walls. The stabilised quarry walls enclosing the quarry on the eastern, western and southern edges are steep and severe in nature, rising up to 60 metres from the quarry floor. The quarry walls do not form part of the *DEXUS Estate* site.

On the outer faces of the quarry walls, the topography is moderately steep to the south and west and more rolling in nature to the east toward residential areas. The NEL to the north of the quarry has been benched to an essentially flat landform.

## 2.3 Greystanes SEL Concept Plan

### 2.3.1 Aims and Objectives

The stated vision of the approved Greystanes SEL concept plan is to *'transform a working quarry into a high standard industrial business estate comprising a range of complimentary uses and support facilities all of which provide a range of employment opportunities'*.

The concept plan has the following aims and objectives:

- to facilitate the State Government's objectives of strengthening the provision of employment lands in Western Sydney, the major growth centre;
- to provide employment lands in the geographical centre of Sydney that are well located and accessible to major transport routes and workforce, meeting the demands of industry;
- to provide a framework for designing and locating development to ensure the best possible urban design outcomes including landscape, user amenity and visual character; and
- to draw urban design principles from an analysis of the site and its context; and influence parameters including setbacks, building materials and colour to minimise visual impact from main roads.

### 2.3.2 Landuse Concept

The Landuse Plan in the concept plan is presented on Figure 2.3.

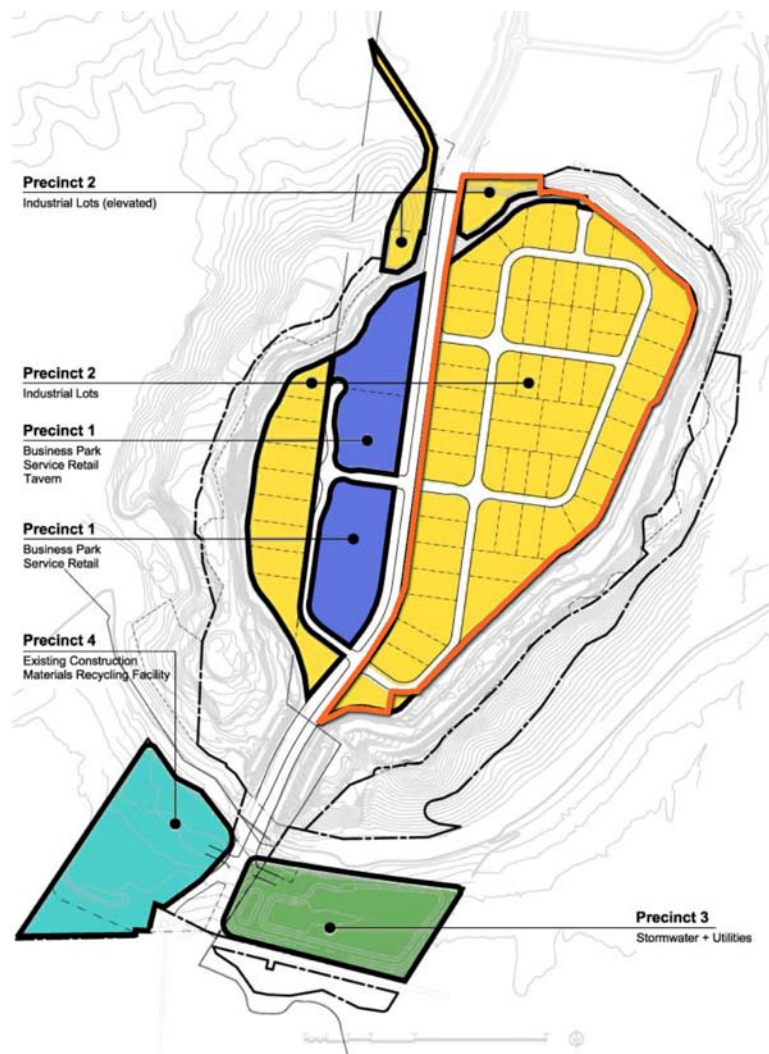
#### ***Precinct 1 – Business Park and Service Retail Uses***

The Business Park will be situated on the western side of Reconciliation Drive. It will form a key element in the creation of employment in the area presenting a high degree of visibility and

accessibility, and being ideally located adjacent to the future Bus Transitway. Highly pedestrian-permeable building envelopes are envisaged, within a park-like setting.

The UDP notes that the Business Park will offer flexible business accommodation suitable for<sup>2</sup>:

- office premises;
- product assembly and service;
- research and development;
- light industries;
- warehouse or distribution facilities;
- function centres;
- recreational facilities; and
- standard industries.



**Figure 2.3: Landuse Plan**

As indicated, the landuse plan comprises 4 precincts. The *DEXUS Estate* site forms part of Precinct 2. A description of each precinct is presented below.

<sup>2</sup> Not all of these uses envisaged in the UDP may be permissible under the provisions of the State Significant site listing in the Major Projects SEPP.

In addition to the Business Park, service retail uses will be accommodated in this precinct, which may include:

- a tavern/hotel and associated restaurants;
- fast food outlets;
- automotive service: including a service station, car/truck wash, spare parts service/retail;
- business support: including office supplies and furniture, printing, office equipment repair/sales;
- convenience retail: including a small supermarket, newsagency, milk bar, pharmacy, café, dry cleaners or similar; and
- community/recreational facilities such as child care, indoor sports or fitness centres.

### ***Precinct 2 – Industrial Subdivision***

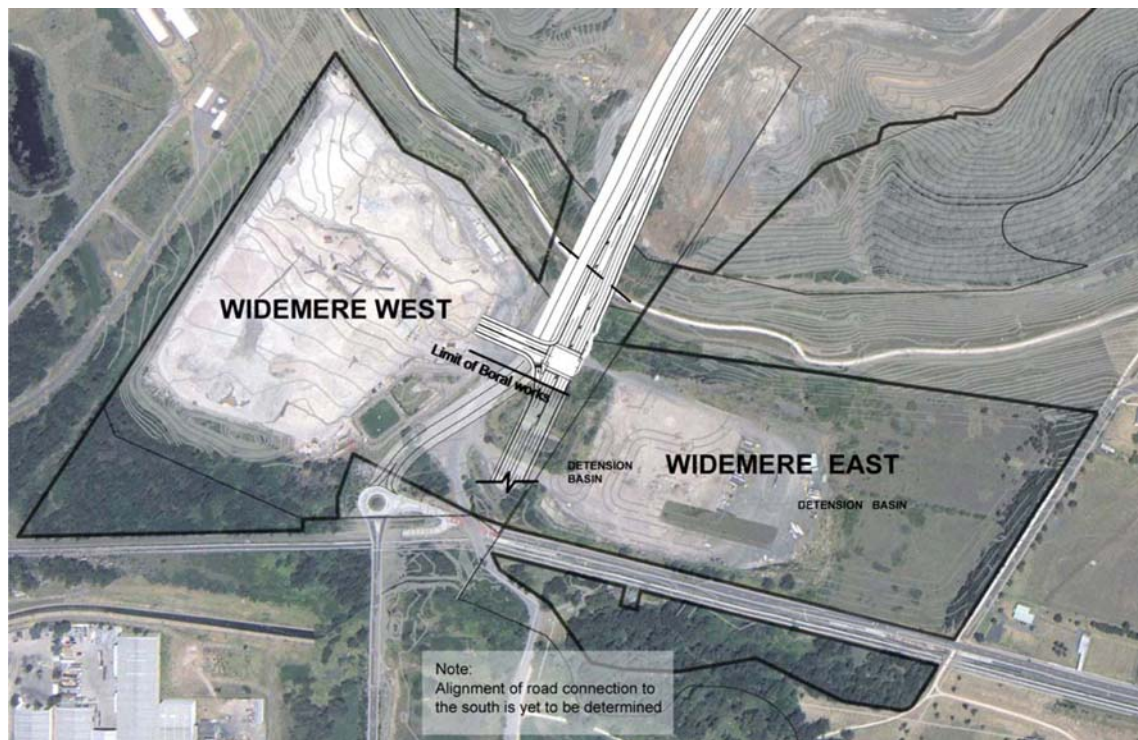
The primary industrial subdivision will be located within the existing quarry, clustered either side of Reconciliation Drive. The *DEXUS Estate* site forms the entirety of that part of Precinct 2 east of Reconciliation Drive.

The precinct will facilitate a range of industrial landuse, including warehouse, distribution, manufacturing, high technology and research uses. The UDP (and the concept plan approvals), allows for ancillary (or ‘associated’) offices to be up to a maximum of 50% of total gross floor area (GFA) for lots within 400 metres of a bus stop, and up to 30% GFA for lots greater than 400 metres from a bus stop.

The small parcel of land in the north-western corner of Precinct 2 (not within the *DEXUS Estate* site) is nominated for hotel accommodation.

### ***Precinct 3 – Widemere East***

Widemere East will accommodate stormwater / sediment basins, and a water treatment basin to service the Greystanes SEL, including the *DEXUS Estate* site (see Figure 2.4).



**Figure 2.4:** Widemere



**Precinct 4 – Widemere West**

Boral Recycling currently occupies this site, under a development consent issued by the Minister for Planning in 2002. The concept plan did not seek approval for an amendment to the existing use of this precinct, although the UDP notes that should its use change, then characteristics and controls similar to that of Precinct 2 will be appropriate for any future development.

**Utilities / Common Areas**

Although primarily an industrial subdivision, the concept plan provides a number of common areas that will provide visual relief to the built industrial environment. The common/open space areas are shown on Figure 2.5, and include:

- C1: Western quarry walls, incorporating stormwater channel/swales, service road and batter maintenance zone;
- C2: Eastern quarry walls, incorporating stormwater channel/swales, service road and batter maintenance zone;
- C3: Stormwater detention / sediment / treatment basins (Precinct 3);
- C4: Aquifer pumping station (Precinct 1);
- C5: Sewer pumping station (Precinct 2);
- C6: Groundwater pumping station (Precinct 3);
- C7: Reconciliation Drive / Bus Transitway stormwater detention (between Precinct 3 & 4);
- C8: Interchange Road Reserve; and
- C9: Riverine corridor.



**Figure 2.5: Utilities / Common Areas Plan**

### 2.3.3 Indicative Subdivision and Built Area

The concept plan includes indicative subdivision and built area plans, as reproduced on Figures 2.6 and 2.7.

The UDP notes that the subdivision has the following attributes;

- provides for a range of lot sizes and shapes, ranging from approximately 0.25 hectares to 2.5 hectares;
- no lot requires direct vehicular access from Reconciliation Drive with the exception of one lot in Widemere East;
- the lot configuration has been designed to allow maximum flexibility and consolidation to meet the needs of end users; and
- provides for a Business park, hotel accommodation, and service retail uses over four parcels of land.



**Figure 2.6: Concept Subdivision Plan**



**Figure 2.7:** *Indicative Built Area Plan*

## 2.3.4 Infrastructure and Services

### **Roads**

The approved road layout for the Greystanes SEL is shown on Figure 2.8.

As indicated, the SEL will be serviced by a central spine road (Reconciliation Drive), of a predominantly north-south orientation, coupled with a local road network. Reconciliation Drive is not within the *DEXUS Estate* site.

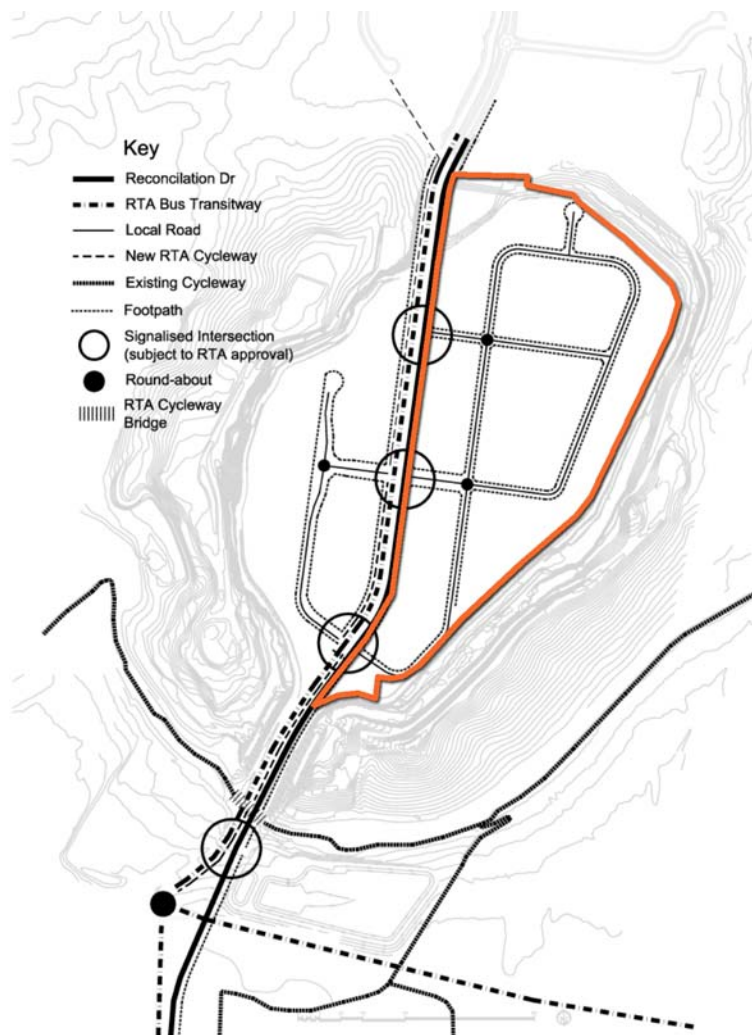
To the north, Reconciliation Drive connects the SEL with the M4 Motorway, Great Western Highway and M7 Western Sydney Orbital road system providing high levels of accessibility to Metropolitan Sydney. To the south, Reconciliation Drive will connect through Wetherill Park to Hassall Street.

Generally, a 50 metre wide road reserve accommodates Reconciliation Drive, services reticulation, footpaths, future bus transitway, cycleway, and landscape zones. At the southern cut, the width of the corridor is reduced to minimise the disturbance to the landform whilst ensuring the efficient and safe functioning of Reconciliation Drive and the future transitway, cycleway and pedestrian access.



The local roads within the SEL generally comprise a 20 metre wide road reserve with the exception of the east-west boulevard in Precinct 1 and a small portion of Precinct 2 (within the *DEXUS Estate* site). The boulevard road reserve measures 30 metres.

Construction of all roads required for the Greystanes SEL (including Reconciliation Drive and the 3 internal intersections), with the exception of the internal local roads, has been approved as part of Boral's Greystanes SEL project application.



**Figure 2.8: Concept Road Layout Plan**

### **Public Transport, Pedestrian and Bicycle Facilities**

The concept plan includes provision within the 50 metre Reconciliation Drive road reserve for the future construction of the Wetherill Park to Blacktown Bus Transitway. The 25 metre wide Transitway corridor will run parallel to the western side of Reconciliation Drive for the full length of the SEL, linking with the provision already made within the NEL (to the north) and the existing Transitway intersection to the south of Widemere East and Widemere West. The Transitway corridor will accommodate bus lanes, bus stops, cycleway, pedestrian paths and landscaping.

The concept plan also provides for a network of pedestrian footpaths within the road reserves. All local roads have been designed with pedestrian footpaths to both verges.

Cycleway provision is made in the Transitway road reserve, which will link to the cycleway network north and south of the SEL and integrate with the RTA's "Bikeplan 2010". The concept plan also includes provisions requiring all (significant) developments to provide adequate bicycle parking facilities.

### **Stormwater Management**

The concept plan includes a detailed Stormwater Management Strategy for the Greystanes SEL, as shown on Figure 2.9.

The strategy provides for stormwater to drain to perimeter drains, before draining in a southerly direction to Widemere East, with controlled discharge into Prospect Creek.

The strategy uses a combination of source, conveyance and discharge control measures, including onsite treatment (within Precinct 1 only), gross pollutant traps in lots, vegetated perimeter channels, and detention basin at Widemere East.

The perimeter channels and detention basin (which are outside the *DEXUS Estate* site) have been designed to convey/store the full 1 in 100 year ARI storm events.

A 5 megalitre water harvesting dam will also be located at Widemere East to collect and store the peak low stormwater flows at a minimum for pumping to the Cumberland Country Golf Club (CCGC) for re-use purposes. Boral, DEXUS and the CCGC have entered into an agreement for this water re-use, which includes a minimum 25-year contractual obligation for water harvesting by the CCGC.

Construction of the stormwater management facilities, with the exception of the on-lot and local road stormwater facilities, has been approved as part of Boral's Greystanes SEL project application.

### **Groundwater Management**

The concept plan includes a Groundwater Management Strategy which comprises a passive gravity drainage system draining to the Widemere East water harvesting basin via a series of perimeter trench drains located below the perimeter stormwater channels. The drainage system has been designed to maintain a water level within the SEL of a minimum of 2.5 metres below ground surface.

Collected groundwater will be pumped to the CCGC for re-use purposes (along with the collected low stormwater flows as described above).

Construction of the groundwater management facilities has been approved as part of Boral's Greystanes SEL project application.

### **Services**

The concept plan includes a detailed Servicing Strategy to provide all essential services to the Greystanes SEL.

The servicing reticulation through the SEL is shown on Figure 2.10. The strategy comprises:

- *Sewer Reticulation* – Sewer mains are to be located generally at the low end of each development lot. The sewer system gravitates to the south following the ground profile discharging through the southern cut to a sewer pump station located in the south-eastern corner of Precinct 2 (within the *DEXUS Estate* site);



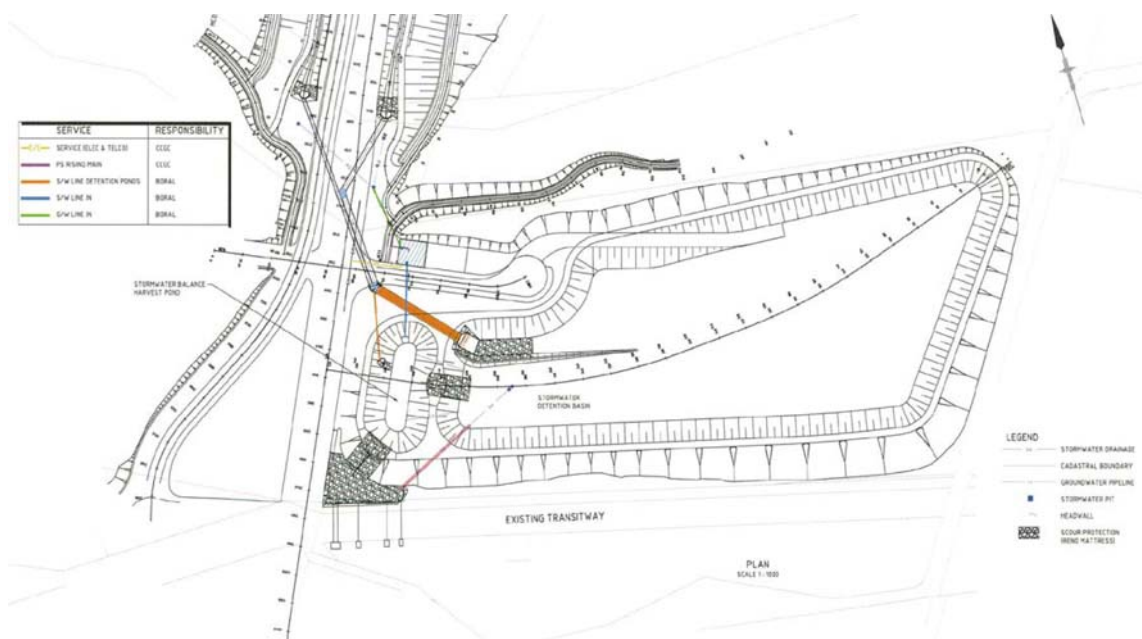
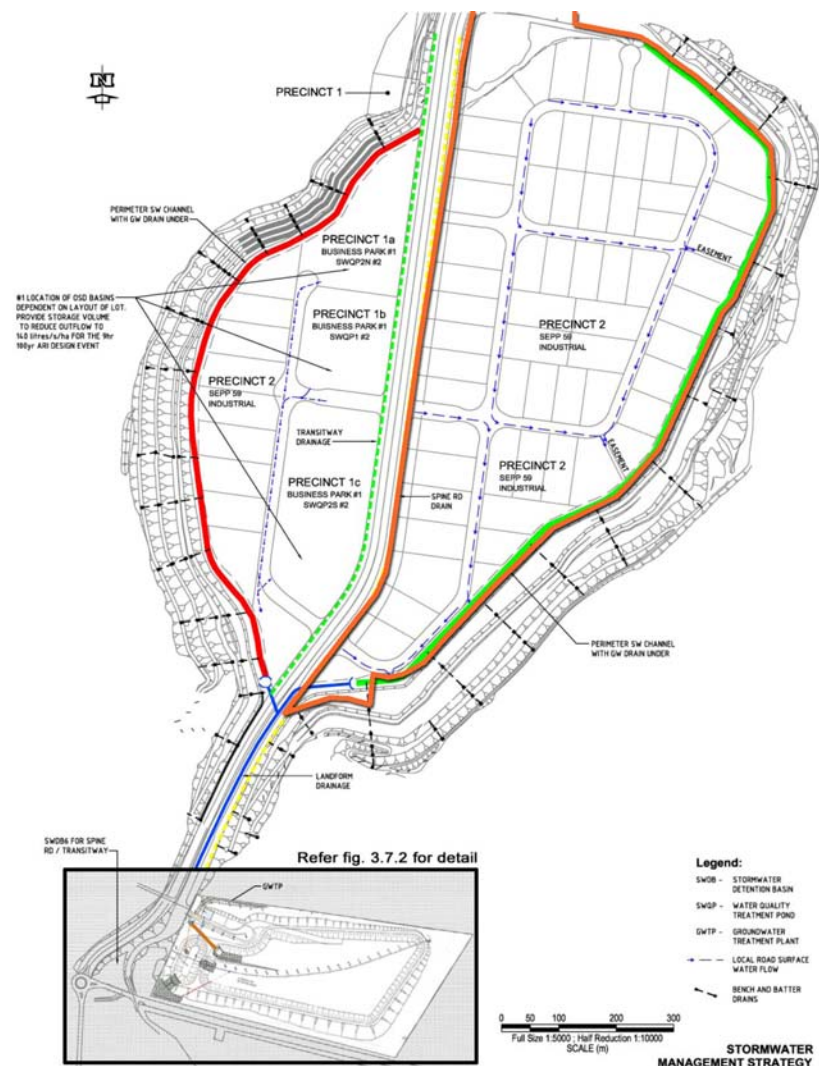


Figure 2.9: Stormwater Management Strategy

- *Water Supply* – The water mains layout will generally follow the alignment of the road layout and be located in the standard water main allocation in the road verge;
- *Electrical Supply* – The electrical mains layout will also generally follow the alignment of the road layout and be located in a standard electrical allocation in the road verge. Street lighting will be provided, and localised substations will be installed to service public infrastructure for respective stages; the location of which will be determined during detailed design stage;
- *Telecommunications Supply* – The telecommunications network will be provided via an extension of the existing services in the Northern Employment Lands, and will follow the alignment of the road layout;
- *Gas Supply* – Provision for future gas supply to the SEL will be provided in the road verges, however the gas pipelines are not proposed to be laid until the need for such services is established.



## 3 PROJECT DESCRIPTION

### 3.1 Project Summary

DEXUS is proposing to develop the *DEXUS Estate* site for industrial purposes – namely warehousing and distribution – in a manner that is generally consistent with the Greystanes SEL concept plan.

The project involves:

- subdivision of the site;
- construction of internal roads and site services;
- detailed earthworks; and
- construction and use of industrial facilities (specifically warehousing and distribution centres) across the site.

The project would, essentially, develop the entirety of the *DEXUS Estate*.

The proposed masterplan for the project is shown on Figure 3.1. The full set of architectural design plans – based on the proposed masterplan – is attached at **Appendix D**. An urban design package – which has informed the architectural plans – is attached at **Appendix E**.

Given that the specific end-users of the facilities have not been identified at this time, there is a realistic potential that the layout of the *DEXUS Estate* may be subject to change in the future in accordance with the individual needs of specific end-users. Accordingly, DEXUS has identified three alternative masterplan options, as shown on Figure 3.2.

All masterplan alternatives are based on the same internal road layout, broad ‘superlot’ subdivision layout, urban design and built form principles. The key difference between the masterplan alternatives is building footprint and size, with the different masterplan alternatives providing for a range of development densities (ie. large, medium and small warehouses).

**DEXUS does not seek approval for the alternative masterplan options at this stage.**

However, the alternative masterplan options have been identified to indicate the most likely potential variations on the proposed masterplan.

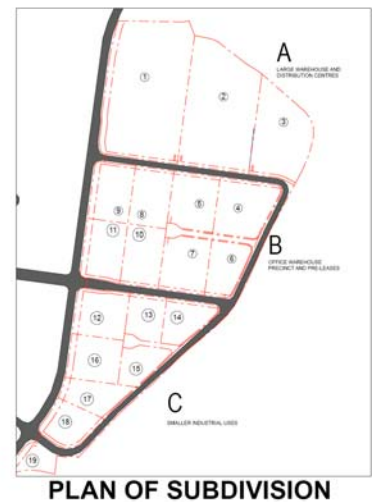
To assist in the consideration of any future modification of the proposed masterplan, all masterplan alternatives have been considered in this Environmental Assessment, with the worst case development scenario (ie. most dense or highest) used as the basis for environmental assessment. The masterplans are described in more detail in Section 3.4 below.

A summary of the main components of the project are outlined in the following table.

**Table 3.1: DEXUS Estate Project Summary**

<b>Project Summary</b>	<b>Construction and use of the DEXUS Estate Industrial Park, within the Greystanes Southern Employment Lands, for warehouse and distribution purposes</b>
<i>Proposed Use</i>	Warehousing and distribution, with ancillary office
<i>Subdivision</i>	Subdivision of the site to create 19 development lots and roads
<i>Earthworks</i>	Detailed earthworks associated with infrastructure and facility construction. It is noted that the site is currently being rehabilitated and levelled as part of Boral's quarrying approval, ready for industrial development.
<i>Facility Description</i>	<p>The proposed masterplan provides for:</p> <ul style="list-style-type: none"> <li>• construction of 16 freestanding warehouse facilities across the site, ranging in size from 2,400 m<sup>2</sup> to 48,300 m<sup>2</sup> gross floor area (GFA), including ancillary offices. One of these facilities (ie. Lots 8-11) would accommodate up to 12 warehouse units, ranging in size from 3,210 m<sup>2</sup> to 4,320 m<sup>2</sup> GFA; and</li> <li>• a total of 220,865 m<sup>2</sup> of warehouse GFA and 20,900 m<sup>2</sup> of ancillary office GFA.</li> </ul>
<i>Staging</i>	DEXUS seeks flexibility in the staging of the project, with facilities across the site to be developed in line with market demand for individual facilities. Staging is constrained in the short term in accordance with the completion of the staged release of the site from Boral to DEXUS.
<i>Capital Investment Value</i>	\$150,000,000
<i>Employees</i>	<p>Construction – Approximately 800 full-time equivalents</p> <p>Operation – Approximately 2,000 full-time equivalents</p>
<b>Infrastructure and Services:</b>	
<i>Access and Roads</i>	Construction of internal road network comprising two roads – nominally identified as Bellevue Circuit and Basalt Road. No external roadworks are required.
<i>Stormwater</i>	Construction of on-lot and internal estate stormwater drainage infrastructure. The estate infrastructure would drain to existing Greystanes SEL stormwater infrastructure, which includes a perimeter open swale and precinct detention/harvesting basin.
<i>Potable Water</i>	The reticulated potable water supply in Reconciliation Drive would be adequate to service the project.
<i>Sewer</i>	The site would be connected to reticulated sewer in Reconciliation Drive
<i>Electricity</i>	The estate is able to be serviced from electrical supplies in Reconciliation Drive. The project includes a number of passive and active energy savings measures, in accordance with the Greystanes SEL concept plan.
<i>Telecommunications</i>	The site would be connected to telecommunications infrastructure in Reconciliation Drive.
<i>Gas</i>	The project is not proposed to be connected to a reticulated gas supply, although provision for future gas supplies would be provided in the road verges.





**Figure 3.1: Proposed Masterplan**

## 3.2 Subdivision

The project involves the subdivision of the site to create:

- 19 development lots; and
- 2 road corridors (and 2 private internal access driveways servicing superlots B and C ).

The proposed subdivision is shown on Figure 3.1. A final subdivision plan would be prepared, to the satisfaction to the Director-General of the Department of Planning, prior to obtaining a subdivision certificate for the subdivision.

It is noted that Boral's project approval for the Greystanes SEL provides for the subdivision of the Greystanes SEL, including the *DEXUS Estate* site, to create 75 industrial lots (including 1 hotel lot). Further, the Major Projects SEPP provides for lot consolidation and boundary adjustment within the Greystanes SEL, without the need for development consent. Accordingly, the subdivision for the project could conceivably be undertaken without development consent.



**Figure 3.2:** Masterplan Alternatives

### 3.3 Earthworks and Construction

Bulk earthworks for the Greystanes SEL are being completed by Boral as part of the rehabilitation of the Prospect Quarry, in accordance with the existing quarry approval. The quarry rehabilitation works will create a final landform ready for subsequent industrial development of the *DEXUS Estate* site.

Once the quarry rehabilitation works are complete, construction works associated with the project would involve:

- detailed (ie. relatively minor) earthworks associated with facility and estate infrastructure construction;
- infrastructure and site servicing;
- facility construction; and
- site landscaping.

Construction works would be undertaken in accordance with a detailed Environmental Management Strategy, prepared to the satisfaction of the Director-General of the Department of Planning.

Construction of the project would be undertaken progressively in line with market demand for the facilities, with full development of the *DEXUS Estate* site expected within 5 years. Project staging is discussed in more detail in Section 4.10 below.

### 3.4 Proposed Facilities

#### 3.4.1 Masterplan Layout

As outlined above in Section 3.1, DEXUS has prepared a masterplan for the proposed warehouse and distribution facilities (see Figure 3.1), and identified three alternative masterplan layouts given

the realistic potential for future change to the masterplan to suit the needs of individual end-users (see Figure 3.2). **Approval is not sought for the alternative masterplan options at this stage.**

Notwithstanding, all masterplan alternatives are relatively similar and are based on the same internal road layout, broad 'superlot' subdivision layout, urban design and built form principles. The key difference between the masterplan alternatives is building footprint and size, with the different alternatives providing for a range of development densities (ie. large, medium and small warehouses).

All masterplan alternatives are based on the same 3 distinct zones or 'superlots' (ie. A, B and C), which are defined by the internal road layout (see plans in Appendix E).

A development summary of the proposed masterplan, the masterplan alternatives, and the worst case (ie. most dense) development scenario based on the potential 'superlot' combinations, is provided in the following table.

**Table 3.2: Project Details**

	<i>Masterplan</i>	<i>Alternative 1</i>	<i>Alternative 2</i>	<i>Alternative 3</i>	<i>Most Dense Scenario*</i>
Areas (m <sup>2</sup> )					
- Site Area	472,312	472,312	472,312	472,312	472,312
- Warehouse Area	220,865	223,263	220,722	226,969	239,150
- Office Area	20,900 (9%)	26,227 (11%)	25,040 (10%)	22,672 (9%)	24,682 (9%)
- Total Building Area	241,765	249,490	245,762	249,641	263,832
- Awning Area	12,875	12,474	12,288	12,482	12,800
- Hardstand Area	96,375	88,211	93,838	84,809	83,060
- Landscaping Area	67,785 (14%)	75,452 (16%)	74,492 (16%)	67,398 (14%)	69,426 (15%)
Site Cover (inc. awning)	54%	55%	55%	55%	59%
Floor Space Ratio	51%	53%	52%	53%	56%
No. office levels	1-2	1-2	1-2	1-2	1-2
Building Height (m)	15-40	15-40	15-40	15-40	15-40
Car Parking Spaces	1,403	1,629	1,289	1,524	>1,415
Employees	2,000	2,000	2,000	2,000	2,000
Hours of Operation	24 hours, 7 days	24 hours, 7 days	24 hours, 7 days	24 hours, 7 days	24 hours, 7 days

\* The most dense scenario (floor area) is Alternative 1 for Superlot A, Alternative 2 for Superlot B and Alternative 3 for Superlot C.

### 3.4.2 Building Heights

The proposed masterplan layout, and the masterplan alternatives, provide for a range of building heights across the *DEXUS Estate* site, with individual buildings having heights of 15 metres, 25 metres and 40 metres.

The distribution of building heights across the site, for all masterplan alternatives, is shown on Figure 3.3.

As indicated on the plans, the taller buildings are located only in limited areas towards the north and east of the site, and generally toward the rear of the site against the quarry walls. These locations have been determined based on a detailed visual impact assessment (see Section 6.2 for further details).



**Figure 3.3:** Height Distribution Plan

### 3.4.3 Building Appearance and Finishes

The architectural design of the proposed facilities is shown on the attached representative elevations and finishes plans (see **Appendices D and E**). Figure 3.4 shows representative elevations. The buildings have been designed to achieve a modern, high quality and distinctive architectural theme for the estate.

Given the large number of buildings proposed to be constructed on the site, DEXUS has committed to the preparation of detailed architectural plans for each building, prior to the commencement of construction of the applicable building.

The detailed architectural design plans would be prepared to the satisfaction of the Director-General of the Department of Planning. The plans would:

- be generally consistent with the architectural (see Appendix D) and urban design (see Appendix E) plans in the EA; and
- be prepared in a manner that achieves 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;
  - form and external appearance of the building to improve the quality and amenity of the public domain; and
  - relevant sustainable design principles as outlined in the Greystanes SEL Urban Design Plan (see Section 3.6 below).





**Figure 3.4: Typical Elevations**

## 3.5 Infrastructure and Services

### 3.5.1 Access and Road Network

#### **Internal Roads and Intersections**

The project involves the construction of 2 internal estate roads – nominally identified as Bellevue Circuit and Basalt Road – as shown on Figure 3.1. The project does not involve the construction of the intersections of these roads with Reconciliation Drive, which is being undertaken by Boral in accordance with its project approval for the Greystanes SEL.

The road layout is broadly similar to the road layout as shown in the Greystanes SEL concept plan (see Figure 2.8). The intersections with Reconciliation Drive are in identical locations to those envisaged in the concept plan.

The roads would be generally based on the 'local road' design in the concept plan, which provides for a 20 metre road reserve with 4 lanes, including parking.

However, the eastern section of Basalt Road would be accommodated within an expanded 23 metre corridor, to allow for a 3 metre central landscape median to be added to the 'local road' design. Further, the western section of Basalt Road adjacent Reconciliation Drive would be accommodated within a 30 metre corridor, in accordance with the 'estate boulevard' design in the concept plan (see Figure 2.8).

The internal roads would be designed and constructed to the satisfaction of Council.

**External Roads**

No external road works are required for the project. All external road upgrade requirements for the Greystanes SEL have been provided for as part of Boral's concept plan and project approval (MP 06\_0181).

**Parking and Loading**

The Major Projects SEPP, and the approval for the Greystanes SEL concept plan, require parking to be provided at a rate of:

- 1 space per 300m<sup>2</sup> of warehouse gross floor area (GFA); and
- 1 space per 40m<sup>2</sup> of office GFA.

The proposed masterplan (and the masterplan alternatives) has been designed to achieve these minimum parking rates, for all buildings on the site. Parking compliance for each building is shown on the architectural plans in Appendix D.

The masterplan (and all alternatives) has also been designed in accordance with the other parking and loading development standards of the Greystanes SEL concept plan, including:

- provision of tree bays within car parking areas (at a rate of 1 per 10 spaces for parking areas with more than 20 spaces);
- design of parking areas to minimise conflicts with pedestrians and trucks;
- ensuring cars and trucks are able to enter and exit lots in a forward direction; and
- providing adequate loading docks for facilities and designing them to minimise conflicts with cars and pedestrians as far as practicable.

### 3.5.2 Stormwater

Stormwater management for the project has been designed in a manner that is consistent with the Stormwater Management Strategy in the Greystanes SEL concept plan (see Figure 2.9).

In accordance with the wider management strategy, stormwater infrastructure for the project would include:

- on-lot stormwater drains, including gross pollutant traps in all lots; and
- stormwater pipes in the local roads, draining to the off-site perimeter channels.

Stormwater management is discussed in more detail in Sections 2.3.4 and 6.

### 3.5.3 Potable Water

Reticulated potable water supplies for the Greystanes SEL have been approved and are being constructed as part of Boral's Greystanes SEL project approval. This will include provision of mains supplies in Reconciliation Drive.

The project would provide for the extension of these mains supplies throughout the *DEXUS Estate* site (following the road layout) in a manner that is consistent with the servicing strategy in the concept plan (see Figure 2.10). The potable water supplies would be adequate to service the project.

### 3.5.4 Sewer

Reticulated sewer for the Greystanes SEL has also been approved and is being constructed as part of Boral's Greystanes SEL project approval.

The project would provide for the extension of these supplies throughout the *DEXUS Estate* site (following the low points of the site – ie. generally to the south-east), in a manner that is consistent

with the servicing strategy in the concept plan (see Figure 2.10). The sewer supplies would be adequate to service the project.

### 3.5.5 Electricity

Electricity supply for the Greystanes SEL has also been approved and is being constructed as part of Boral's Greystanes SEL project approval.

The project would provide for the extension of this supply throughout the *DEXUS Estate* site (following the road layout), in a manner that is consistent with the servicing strategy in the concept plan (see Figure 2.10).

Integral Energy has indicated (during planning for the concept plan) that the existing zone substation, located off Picrite Road, has ample spare capacity to supply the loads for the Greystanes SEL. The loads associated with the project would be consistent with those assumed in the planning for the wider estate.

### 3.5.6 Telecommunications

Telecommunications supply for the Greystanes SEL has also been approved and is being constructed as part of Boral's Greystanes SEL project approval.

The project would provide for the extension of this supply throughout the *DEXUS Estate* site (following the road layout), in a manner that is consistent with the servicing strategy in the concept plan (see Figure 2.10).

### 3.5.7 Gas

The project would not generate significant demand for, and does not involve connection to, a reticulated gas supply. Notwithstanding, provision for future gas connection will be provided in the internal roads.

## 3.6 Resource Use Management

### 3.6.1 Water Conservation

The Greystanes SEL concept plan and accompanying project approval provides for construction of a considerable 5 megalitre water harvesting dam at Widemere East, as part of the Stormwater Management Strategy for the estate. The water harvesting basin will collect and store the peak low stormwater flow from the Greystanes SEL (including the *DEXUS Estate* site), for pumping to the Cumberland Country Golf Club (CCGC) for re-use purposes (see Section 2.3.4).

Boral, DEXUS and the CCGC have entered into an agreement for this water re-use, which includes a minimum 25-year contractual obligation for water harvesting by the CCGC.

The project is consistent with, and would contribute to, this major water conservation scheme.

In addition, the project would incorporate the following potable water conservation measures:

- installation for water efficient (4-star) fixtures to all sanitary fixtures; and
- adoption of water efficient landscaping techniques, including:
  - draining hardstand areas to soft landscaping areas where feasible and practical;
  - incorporating water efficient native landscaping species and mulched beds; and
  - installation of water efficient irrigation systems.

### 3.6.2 Energy Conservation

The project would adopt 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.

### 3.7 Landscaping

Landscaping would be undertaken in accordance with the landscape masterplan for the project, prepared by McGregor + Partners Pty Limited (see **Appendix F**). The landscape plan has been prepared in a manner that is generally consistent with the broader landscape plan in the Greystanes SEL concept plan.

Given the large number of buildings proposed to be constructed on the site, DEXUS has committed to the preparation of detailed landscape plans for all buildings and road works, prior to the commencement of the applicable works.

The landscape plans would be prepared in consultation with Council, and to the satisfaction of the Director-General of the Department of Planning.

Further detail on the landscaping principles is provided in Section 6.1.

### 3.8 Fencing, Lighting and Security

Fencing, external lighting and security arrangements would be provided in a manner that is consistent with the Greystanes SEL concept plan.

In particular, fencing would be provided in accordance with the controls in the Greystanes SEL Urban Design Plan (see Section 4.2.5 of the UDP).

To ensure that fencing is designed and installed in a consistent and unobtrusive manner, DEXUS has committed to the preparation of a Fencing Strategy for the site, to be prepared in consultation with Council and to the satisfaction of the Director-General of the Department of Planning.

The Fencing Strategy would include a commitment to not installing fencing within the setback to the primary street frontage, unless required for safety and security reasons and agreed to by the Director-General in consultation with Council.

All lighting would be installed in compliance with *AS 4282(INT) - Control of Obtrusive Effects of Outdoor Lighting*.

### 3.9 Signage

Estate and building signage would be provided in a manner that is consistent with the Greystanes SEL concept plan (see Section 4.0.9 of the UDP).

To ensure that signage is designed and installed in a consistent and high quality manner, DEXUS has committed to the preparation of a Signage Strategy for the site, to be prepared in consultation with Council and to the satisfaction of the Director-General of the Department of Planning.

### 3.10 Staging

DEXUS seeks flexibility in the staging of the project, to enable it to respond to the needs of individual end-users. Accordingly, it is proposed to develop facilities across the estate in line with market demand for individual facilities.

In the short term however, staging would be constrained by:

- the staged release of the *DEXUS Estate* site from Boral to DEXUS; and
- the construction of site infrastructure (roads and services) by DEXUS.

DEXUS' purchase of the site from Boral is contingent upon Boral completing quarry rehabilitation and landform activities across the site, and the provision of Greystanes SEL estate infrastructure (eg. Reconciliation Drive, precinct stormwater management works, estate services, etc). The release is being undertaken on a staged basis, in accordance with the staging plan shown on Figure 3.5.

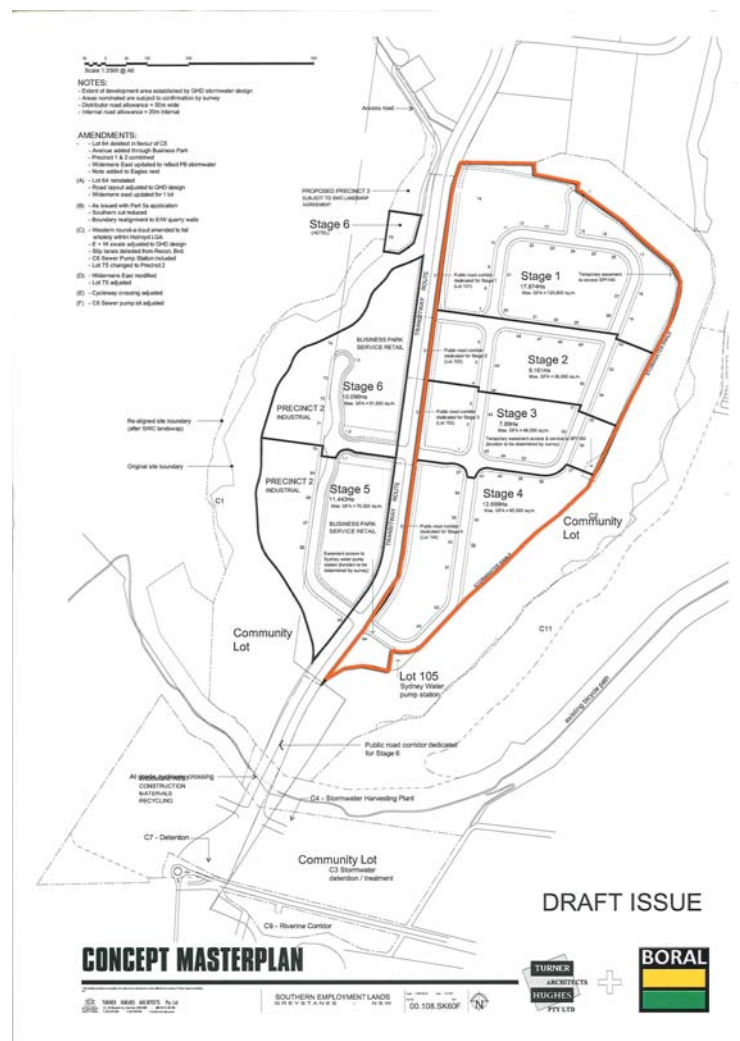


Figure 3.5: Approved Staging Plan

To date, Stage 1 and Stage 2 have been released. The final stage (Stage 4) is due to be released by the end of 2009. Stage 4 will include the provision of the precinct stormwater facilities for the entire Greystanes SEL.

In accordance with this staged release, and the staging constraints associated with the provision of infrastructure within the *DEXUS Estate* site, DEXUS has committed to:

- not commencing any construction works on site until it has taken possession of the applicable part of the site in accordance with the staged release from Boral; and
- not commencing operations of any building on site until all infrastructure necessary for the operation of that building has been completed.

### 3.11 Hours of Operation

The proposed warehouse and distribution facilities would operate up to 24 hours a day, 7 seven days a week, 365 days a year.

Construction works for the project would be undertaken in accordance with the hours as stipulated in the Department of Environment and Climate Change's (DECC's) *Environmental Noise Control Manual*, namely:

- 7:00am to 6:00pm Monday to Friday;
- 8:00am to 1:00pm Saturdays; and
- no work on Sundays or public holidays.

Construction works that are inaudible at surrounding receivers may be undertaken outside these times.

### 3.12 Capital Investment

The project has a capital investment value of approximately \$150 million.

### 3.13 Employment

The project would generate about 800 jobs (full-time equivalents) during the construction phase of the project, which is expected to extend over a period of about 5 years.

Once the *DEXUS Estate* site is fully developed, the project is expected to generate about 2,000 full-time jobs.



## 4 PLANNING CONTEXT

### 4.1 Strategic Context

#### 4.1.1 Metro Strategy

The *Sydney Metropolitan Strategy*, released in December 2005, is the State Government's long term planning blueprint for the Sydney Metropolitan Area for the next 20 years. It caters for the creation of 500,000 extra jobs over the period to 2030. Nearly half of these are planned to be provided in Western Sydney.

The 2,450 hectare Western Sydney Employment Hub is intended to play a vital role in fulfilling this vision. It is also intended to play a vital strategic role in maintaining Sydney's position as an economic powerhouse and preferred location for Asian-Pacific regional headquarters.

The Greystanes SEL site is identified in the Metropolitan Strategy as part of the Greystanes Employment Lands, which in turn forms part of the Western Sydney Employment Hub (see Figure 4.1). In this regard, the Greystanes SEL forms an integral component of the Metropolitan Strategy's goal of creating additional jobs in Western Sydney.

It is considered that the *DEXUS Estate* project is wholly consistent with the Metropolitan Strategy's *Economy and Employment Strategy*, and is able to be conducted in a manner that is consistent with all other aspects of the Metropolitan Strategy.

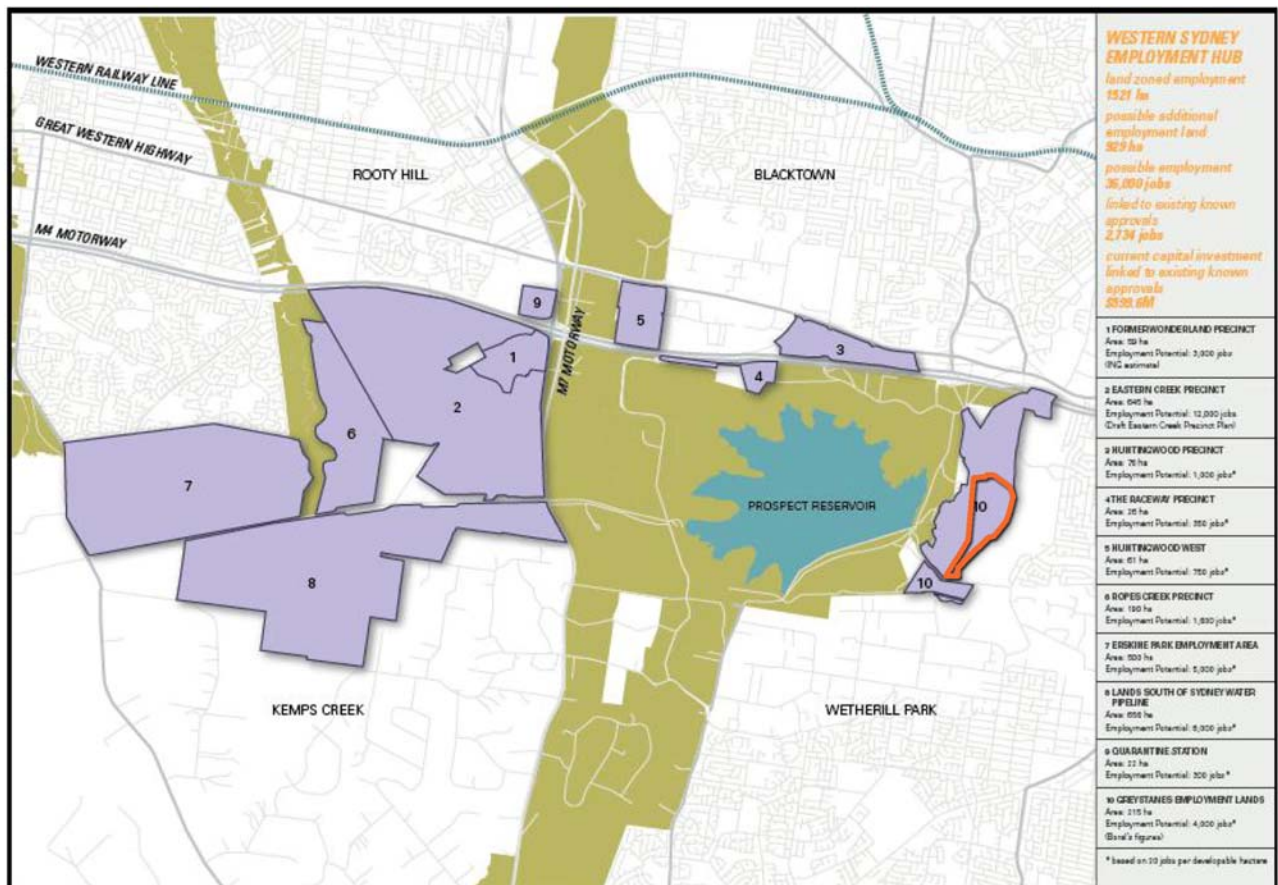


Figure 4.1: Sydney Employment Lands

## 4.1.2 State Plan

The *State Plan: A New Direction for NSW*, released in November 2006, sets out the priorities for State Government action over the next 10 years. The Plan includes 34 priorities and 60 targets designed to deliver better services and improve accountability across the public sector.

It is considered that the project is consistent with the plan's priorities and targets, particularly through greatly increasing business investment (Priority P1) and creating a significant number of jobs closer to home (Priority E5).

## 4.2 Statutory Context

### 4.2.1 Major Project

The proposal is classified as a major project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), because it involves development for the purpose of storage or distribution centres with a capital investment value of more than \$30 million, and therefore triggers the criteria in Clause 12 of Schedule 1 of *State Environmental Planning Policy (Major Projects) 2005* (Major Projects SEPP).

The Minister for Planning has formed the opinion that the proposal is development of a kind that is described in Schedule 1 of the Major Project SEPP.

Consequently, the Minister for Planning is the approval authority for the project.

### 4.2.2 Permissibility

The Greystanes SEL is listed as a State significant site under Schedule 3 of the Major Projects SEPP. The *DEXUS Estate* site is zoned IN2 Light Industrial under Schedule 3 (clause 6, Part 22 ) of the SEPP.

The objectives of the zone include:

- (a) to provide a wide range of light industrial, warehouse and related land uses,
- (b) to encourage employment opportunities,
- (c) to minimise any adverse effect of industry on other land uses,
- (d) to enable other land uses that provide facilities or services to meet the day to day needs of workers in the area,
- (e) to facilitate employment-generating development for a wide range of purposes, including light industry, technology-based industry, manufacturing, warehousing, storage and research.

Under the SEPP's development control table, development for the purposes of warehouse and distribution centres is permissible with consent. Consequently, the Minister can approve the project.

It is considered that the project is consistent with the objectives of the IN2 zone.

### 4.2.3 Environmental Planning Instruments

Clause 3, Part 22 of Schedule 3 of the Major Projects SEPP provides that the only environmental planning instruments that apply to land within the Greystanes SEL site are the Major Projects SEPP itself and all other SEPPs (except *SEPP No 1—Development Standards* and *SEPP No 59—Central Western Sydney Economic and Employment Area*).



The following SEPPs have been considered during the preparation of the Environmental Assessment:

- *SEPP No.33 – Hazardous and Offensive Development;*
- *SEPP No.55 – Remediation of Land;*
- *SEPP No.64 – Advertising and Signage;*
- *Draft SEPP No.66 – Integration of Land Use and Transport;*
- *SEPP (Major Projects) 2005;*
- *SEPP (Infrastructure) 2007; and*
- *Draft SEPP (Western Sydney Employment Hub) 2008.*

Consideration of these SEPPs is provided in **Appendix G**.

It is considered that, with the exception of the Major Projects SEPP, none of these instruments substantially govern the carrying out of the project.

Further, it is considered that the project is able to be conducted in a manner that is consistent with the aims, objectives and provisions of those instruments.

#### **Major Projects SEPP**

A review of the project against the development standards for the Greystanes SEL, as set out in the Major Projects SEPP, is presented in Appendix G.

Following this review it is considered that the project is also able to be conducted in a manner that is generally consistent with the aims, objectives and provisions of the Major Projects SEPP.

However, clause 13, Part 22 of Schedule 3 of the SEPP provides that buildings in the IN2 zone of the Greystanes SEL site must not exceed a height of 15 metres. As detailed in Section 3, the project seeks approval to build to a height of up to 40 metres. It is noted that the SEPP allows buildings in the Business Park portion of the Greystanes SEL to be up to 25 metres high.

Clause 19 of the SEPP goes on to provide that development standards imposed by the SEPP may be varied for major projects if the Director-General of the Department of Planning is satisfied, and issues a certificate to the effect, that:

- (a) compliance with the development standard is unreasonable or unnecessary in the circumstances of the case; and
- (b) there are sufficient environmental planning grounds to justify exempting the development from that development standard.

In deciding whether to issue a certificate, the Director-General must consider:

- (a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning;
- (b) the public benefit of maintaining the development standard; and
- (c) any other matters required to be taken into consideration by the Director-General.

Consideration of the proposed variance to the height limit – particularly by way of visual impacts – is provided in Section 6.

It is considered that the variance would not result in any adverse environmental impacts, in large part because the site is located within the confines of the former Prospect Quarry (and gurt by quarry walls ranging from 40 to 60 metres high), and is therefore significantly lower than the surrounding landform.

Indeed, given the location of the site at the base of a former quarry, and the lack of sensitive receivers in the vicinity, it is considered that the site provides one of the best opportunities in Sydney for locating high-bay warehousing in a manner that avoids or minimises visual impacts.

Importantly, allowing proposed buildings up to 40 metres high (in limited defined areas of the site) would significantly improve the efficiency and viability of industrial facilities. This would help to attract end-users to the estate, thereby accelerating the delivery of capital investment and jobs to the Greystanes SEL and the wider Western Sydney Employment Area.

Accordingly, it is considered that contravention of the height limit development standard does not raise any matters of significance (in an adverse manner) for State or regional environmental planning, and that there is no significant public benefit in maintaining the development standard.

Consequently, it is considered that compliance with the height limit development standard is unreasonable and unnecessary in the circumstances of the project, and that there are sufficient environmental planning grounds to justify exempting the project from the development standard.

#### 4.2.4 Objects of the EP&A Act

Section 5 of the EP&A Act sets out the objects of the Act. It is considered that the objects of most relevance to the project are those found in Section 5(a)(i)-(vii). These objects are reproduced below:

*The objects of this Act are:*

(a) *to encourage:*

- (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment*
- (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
- (iii) *the protection, provision and co-ordination of communication and utility services,*
- (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
- (vii) *ecologically sustainable development.*

It is considered that the project is able to be carried out in a manner that is consistent with these objects. In particular, it is noted that:

- the project would not sterilise or adversely affect any known natural resources of significance. Indeed, the project makes beneficial use of a former quarry which has reached the end of its economic life (Object 5(a)(i));
- the project provides for the orderly and economic use of the land (Object 5(a)(ii)) as it allows for employment-generating use of the land and would not affect other industrial or employment uses in the locality (Object 5(a)(ii));
- the project is able to be serviced by existing and planned utility services in the locality (Object 5(a)(iii));
- the project is able to be carried out without any significant environmental impacts (Object 5(a)(vi)); and
- the project is able to be undertaken in a manner that is consistent with the principles of ecologically sustainable development (Object 5(a)(vii)), including:

- the precautionary principle – the project does not entail a threat of serious or irreversible environmental damage;
- inter-generational equity – the project would not adversely affect future generations;
- conservation of biological diversity and ecological integrity – the project would not adversely affect biodiversity values of the site; and
- improved valuation, pricing and incentive mechanisms.

### 4.3 Consistency with Greystanes SEL Concept Plan

Consideration of the project against the relevant provisions of the Greystanes SEL concept plan – including the concept plan approval and the development controls under the concept plan's Urban Design Plan (UDP) – is provided in **Appendix H**.

In summary, it is considered that the project is generally consistent with the concept plan. The only departures from the development standards in the concept plan include:

- building height; and
- setbacks (in one portion of the site).

With regard to building heights, the UDP states that building heights 'should generally not exceed 15 metres from finished ground level'. The project seeks approval to build to a height of up to 40 metres in limited defined areas of the site.

Consideration of the proposed variance to the height limit is provided in Section 6, and in Section 4.2.3 above.

In summary, it is considered that the proposed variation to the height limit would not result in any significant environmental impacts (particularly by way of visual impact and traffic impact), and that the variation would not compromise the intent or objectives of the Greystanes SEL concept plan. Indeed, the variation would benefit the Greystanes SEL objectives by significantly improving the efficiency and viability of the industrial facilities. This would help to attract end-users to the estate, thereby accelerating the delivery of capital investment and jobs to the Greystanes SEL.

With regard to setbacks, the UDP sets the following setback controls:

- 15 metres to Reconciliation Drive, of which:
  - the first 7.5 metres should be landscaped;
  - carparking may encroach to within 7.5 metres property boundary; and
- 7.5 metres to other public roads, with access-ways allowed within the setback.

The proposed masterplan complies with these setback standards over most of the site, however the 7.5 metre setback to Bellevue Circuit is proposed to be reduced to 3 metres at the rear (ie. eastern side) of the site, adjacent the quarry walls (Nb. The setbacks are shown on the architectural masterplan in Appendix D). As indicated on the masterplan, most of the project buildings along this frontage would be setback 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, which is not visible from any public area apart from the internal road itself, which would only service the industrial users of the estate;

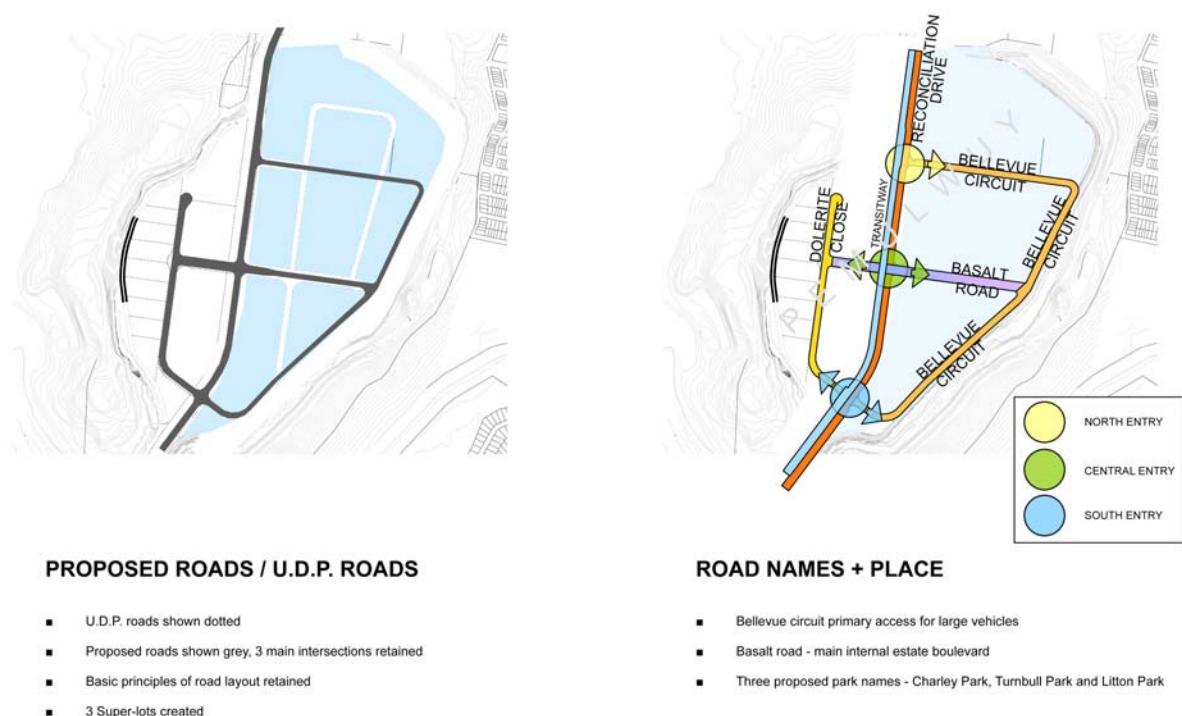
- the reduced setback only occurs on relatively small portions of the road frontage, with large portions where the setback is significantly greater; and
- the eastern side of the road in this location would be open space, thus providing ample visual relief and helping to reduce visual bulk.

The proposed masterplan also proposes a minor encroachment (ie. 4 metres maximum) into the Reconciliation Drive setback at the very northern end of the site, with the encroachment due to the curve in Reconciliation Drive at this point. The encroachment is not considered to be significant. A large portion of this building is setback 19 metres from this boundary, and the average setback for the building is 17 metres.

Whilst the project is generally consistent with other development standards of the Greystanes SEL concept plan, the following aspects of the concept plan are worth commenting on:

- conceptual road design;
- indicative subdivision and built area;
- ancillary office component; and
- staging.

With regard to road design, it is noted that the project road layout is generally consistent with the conceptual road design in the concept plan, maintaining the 3 key intersections with Reconciliation Drive. The internal road layout is slightly different to that shown in the concept plan, although it provides a similar function (see Figure 4.2). The difference in internal road layout is not considered significant. A review of the traffic impacts of the project is provided in Section 6.5.



**Figure 4.2:** UDP and Proposed Road Layouts

With regard to subdivision and built area, the project is generally consistent with the concept plan, providing for a high standard industrial estate. However, the project provides for generally larger, less dense facilities, and larger lot sizes, than indicated in the concept plan, in line with the current market demand for industrial space in Western Sydney. The project also proposes an ancillary office component which is well less than the maximum envisaged in the concept plan (ie.

proposed office component of 9% compared to an allowable maximum of 50% gross floor area within 400 metres of a bus stop).

The project is based on DEXUS' research of current and expected market demand for industrial facilities in Western Sydney. This research indicates that there is simply not sufficient demand for smaller industrial facilities with ancillary offices of up to 50% GFA in the foreseeable future. (Indeed, it is noted DEXUS would prefer a higher density and office component, as it would translate to a higher use and higher returns within the estate). As a result of its market research, DEXUS' proposed masterplan is based on a realistic assessment of foreseeable market demand.

With regard to staging, the concept plan approval requires that staging be in accordance with the Staging Plan 108-SK60F dated 12 October 2007 (see Figure 3.5).

Staging for the project is outlined in Section 3.10. The project staging follows the 4 relevant stages as shown on Staging Plan 108-SK60F. Following the release of the 4 stages to DEXUS from Boral, DEXUS proposes to develop the estate in a flexible manner, to enable it to respond to market demand. Given that all necessary site services will be in place following the completion of Stage 4, it is considered that this flexible approach would provide for orderly development of the land, and would not result in any adverse environmental impacts.

## 4.4 Developer Contributions

Developer contributions for the development of the entire Greystanes SEL site were resolved as part of the concept plan approval.

In April 2002, Boral and the RTA entered into a Deed of Agreement for regional road improvements for the whole Greystanes estate. Under that agreement, Boral was 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.

As part of the concept plan approval, Boral supplemented these contributions by committing to additional contributions including:

- construction of a 4 lane road through the Greystanes SEL (ie. Reconciliation Drive);
- construction of a 4 lane road from the SEL to Davis Road, Wetherill Park;
- a cash contribution of \$250,000 to the Ministry of Transport to contribute to the provision of bus services along Reconciliation Drive;
- construction of a cycleway; and
- a 40 place child care centre within the Greystanes Estate.

These works equated to \$50.954 million dollars, an increase of \$11.34 million worth of works-in-kind and cash contributions.

As developer contributions for the Greystanes SEL site have already been resolved, no further contributions are payable for the project.



## 5 CONSULTATION AND IDENTIFICATION OF KEY ISSUES

Development of the Greystanes SEL concept plan has been subject to extensive consultation with government authorities, service providers, surrounding landowners and the wider community.

This consultation has occurred during the preparation of the concept plan and project applications, during the assessment of the applications, and during the post approval development stage of the projects.

Based on this consultation (much of it undertaken by Boral), it is considered that DEXUS and the relevant stakeholders have gained a good appreciation of the key issues relevant to development of the Greystanes SEL.

Key stakeholders consulted, and the key issues raised by or considered to be of relevance to these stakeholders, are listed in the table below.

**Table 5.1: Previous Greystanes SEL Consultation and Key Issues Raised**

<b>Stakeholder</b>	<b>Key Issues<sup>3</sup></b>
<b>Government Authorities</b>	
<i>Department of Planning</i>	<ul style="list-style-type: none"> <li>• Strategic context and appropriateness of the business park;</li> <li>• Quantum of retail services uses;</li> <li>• Urban design and quantum of associated offices in industrial precinct;</li> <li>• Developer contributions;</li> <li>• Traffic, transport and parking;</li> <li>• Ecologically sustainable development principles</li> </ul>
<i>Department of Environment and Climate Change</i>	<ul style="list-style-type: none"> <li>• Surface and ground water management</li> </ul>
<i>Department of Water and Energy</i>	<ul style="list-style-type: none"> <li>• Surface and ground water management</li> </ul>
<i>Roads and Traffic Authority</i>	<ul style="list-style-type: none"> <li>• Developer contributions;</li> <li>• Traffic, transport and parking</li> </ul>
<i>Ministry for Transport</i>	<ul style="list-style-type: none"> <li>• Strategic context and appropriateness of business park;</li> <li>• Quantum of retail services uses;</li> <li>• Developer contributions;</li> <li>• Traffic, transport and parking</li> </ul>
<i>Heritage Office</i>	<ul style="list-style-type: none"> <li>• Heritage</li> </ul>
<i>Parramatta Council, Blacktown Council, Holroyd Council, Fairfield Council</i>	<ul style="list-style-type: none"> <li>• Strategic context and appropriateness of business park;</li> <li>• Quantum of retail services uses;</li> <li>• Urban design and quantum of associated offices in industrial precinct;</li> <li>• Developer contributions;</li> <li>• Traffic, transport and parking;</li> <li>• Surface and ground water management</li> </ul>
<b>Service Providers</b>	
<i>Sydney Water</i>	<ul style="list-style-type: none"> <li>• Water and sewer servicing</li> </ul>
<i>Telstra</i>	<ul style="list-style-type: none"> <li>• Telecommunications servicing</li> </ul>
<i>Integral Energy</i>	<ul style="list-style-type: none"> <li>• Electrical servicing</li> </ul>
<b>Special Interest Groups and the General Public</b>	<ul style="list-style-type: none"> <li>• Traffic, transport and parking;</li> <li>• Heritage;</li> <li>• General planning and environmental issues</li> </ul>

<sup>3</sup> Sourced from DEXUS and the Department of Planning's Assessment Report for the Greystanes SEL concept plan, and the EA for the concept plan.

As discussed in Section 6 below, these issues have largely been addressed as part of the wider Greystanes SEL project.

With regard to the current project, the Department of Planning and Holroyd Council have been consulted during the preparation of the Environmental Assessment. As the project is not predicted to result in any significant impacts to surrounding landusers (see Section 6), no additional 'pre-lodgement' consultation with surrounding landusers has been undertaken, nor is considered to be necessary.

Holroyd Council was generally supportive of the proposed masterplan in that it would deliver a reduced office component compared to the approved masterplan. Council objected to the concept plan as it considered that the concept plan would adversely impact surrounding commercial centres including Parramatta (see Council correspondence in Appendix A). Other key issues raised by Council for consideration include:

- traffic and parking – In particular, Council noted that it generally does not support cul-de-sac roads (these were since removed from the proposed masterplan), and noted that all parking should be provided on site;
- visual amenity – particularly in relation to the proposed building heights and the Prospect Hill heritage site;
- layout and design; and
- landscaping – particularly provision for private open space for buildings.

The Director-General of the Department of Planning has provided his environmental assessment requirements for the project, which are attached in **Appendix A**.

The key issues identified for assessment in the Director-General's environmental assessment requirements and/or consultation and risk assessment of the project to date, include:

- layout and design quality;
- consistency with the concept plan approval, State significant site provisions and the Urban Design Plan;
- visual amenity, particularly related to building heights and the Prospect Hill heritage site;
- economic impacts, particularly related to the quantum of office space;
- traffic and parking;
- soil and water;
- greenhouse gas and energy efficiency; and
- noise.

These issues, along with other environmental issues of relevance to the project, are addressed in Section 6 below. Consistency with the Greystanes SEL concept plan and related instruments is addressed in Section 4.

## 6 ENVIRONMENTAL ISSUES

The environmental assessment for the project benefits from the comprehensive environmental assessment undertaken for the Greystanes SEL concept plan. Accordingly, most of the environmental issues associated with the project have already been addressed as part of the planning and approval for the concept plan.

The environmental assessment undertaken for the project relies upon, and supplements where necessary, the assessment already undertaken for the Greystanes SEL.

### 6.1 Layout and Design

The Major Projects SEPP requires that buildings with the Greystanes SEL achieve a high level of architectural design merit, or design excellence.

In accordance with this requirement, and DEXUS' objective of providing a world-class and distinctive industrial estate, DEXUS has engaged Mackenzie Pronk Architects, together with TDesign, to develop a high quality urban and architectural design for the estate.

The urban design package is attached as **Appendix E**, and this package has guided the development of the proposed masterplan and architectural plans for the project (see **Appendix D**).

The urban and architectural design for the estate has been prepared in a manner that:

- respects and is consistent with the Greystanes SEL concept plan, particularly the concept plan's Urban Design Plan;
- maximises the realistic development potential of the site, in accordance with current and foreseeable market demand; and
- respects and highlights the natural attributes of the site, particularly the visually striking feature of the quarry walls.

The consistency of the project with the Greystanes SEL concept plan is addressed in Section 4.3 of this report. In summary, the proposed masterplan is generally consistent with the concept plan. Where the project differs from the concept plan – particularly in relation to building heights and setbacks on part of the site – it is considered that the differences do not detract from the overall design intent or quality of the estate, and are not expected to result in any significant environmental impacts (visual impacts associated with the proposed building height is addressed in Section 6.2 below).

#### **Urban Design**

The urban design of the *DEXUS Estate* is guided by the concept plan and the proposed layout of the internal road network.

A key feature of the proposed design is the proposed internal road network, which provides for an extension of the east-west trending internal roads from one side of the site to the other (the conceptual road network in the concept plan did not extend the roads to the eastern boundary – see Figure 4.2). The proposed design will 'open up' the estate, highlighting the visually striking and dramatic quarry walls as a backdrop to the *DEXUS Estate*.

Conceptual designs for other key urban design elements, including estate signage and fencing, are provided in **Appendix E**. All of these elements would be provided in a manner that is consistent with the concept plan.

To ensure that all estate signage and fencing is designed and installed in a consistent and high quality manner, DEXUS has committed to the preparation of a Signage Strategy and a Fencing Strategy for the site, to be prepared to the satisfaction of the Director-General of the Department of Planning.

The Fencing Strategy would include a commitment to not installing fencing within the setback to the primary street frontage, unless required for safety and security reasons and agreed to by the Director-General.

### **Architectural Design**

The project provides an opportunity to develop a consistent and high quality architectural theme across the entire *DEXUS Estate* site.

The proposed external appearance of the buildings is shown on Figure 3.4 and the plans in **Appendices D and E**. A design statement from the project architect is presented below:

*“The approach to the built form of the DEXUS Estate will be to develop an architectural treatment to ensure the creation of a high quality, cohesive estate with an attractive appearance.*

*The estate architecture is envisaged as simple, rational, repeatable and well proportioned buildings accented with high quality elements around the entry and office components.*

*The base building type will be developed with a concern for exacting proportion control and elemental expression. The office components of each building will repeat variations on a theme. An iconic stair tower/ identification / entry marker element will abut the edge of each office. These elements will enunciate the main point of entry and contain zones for tenant identity signage and street number.*

*The office components – whether single storey, raised or double storey – will be treated with similar glazing and mullions and will have a system of sunshades to suit orientation. A palette of natural self finished materials will be offset with bold accent colours. Cladding will be silver grey, concrete will be sealed natural grey cement, glazing will be light green, other colours employed will be dark blue, charcoal grey with canary yellow and orange as highlight colours.*

*The buildings will be set in a considered urban domain – unified language of signage, fencing and public domain elements will ensure a consistency to the estate character.”*

Given the large number of buildings proposed to be constructed on the site, DEXUS has committed to the preparation of detailed architectural plans for each building, prior to the commencement of construction of the applicable building.

The detailed architectural design plans would be prepared to the satisfaction of the Director-General of the Department of Planning. The plans would:

- be generally consistent with the architectural (see Appendix D) and urban design (see Appendix E) plans in the EA; and
- be prepared in a manner that achieves 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;

- form and external appearance of the building to improve the quality and amenity of the public domain; and
- relevant sustainable design principles as outlined in the Greystanes SEL Urban Design Plan.

### **Landscape Design**

Landscaping would be undertaken in accordance with the landscape masterplan for the project, prepared by McGregor + Partners. The project landscape plan has been prepared in a manner that is generally consistent with the broader landscape plan in the Greystanes SEL concept plan.

The UDP includes the following key landscaping principles:

- landscaping is to create a quality industrial park setting, with hard landscaping features (including paving, terracing, retaining walls and kerbing) and soft landscaping features (ie. vegetation);
- soft landscaping to include indigenous species selected from the planting schedule in the UDP;
- outdoor staff areas to be provided (close to offices) to meet the needs of the workforce;
- where feasible, hardstand areas to be drained to soft landscaping areas;
- landscaping to include mulched beds;
- planting to be used to highlight pedestrian and vehicular access points and building entries;
- automatic soaker irrigation systems to be installed for all landscaped areas;
- landscaping to be designed to assist energy conservation (ie. through shading);
- landscaping to be designed to encourage safety by allowing for street surveillance;
- landscaping to provide for pedestrian paths;
- landscaping to be separated from vehicle areas by physical barriers; and
- carparks to be landscaped to soften car parking areas and provide shading.

Given the large number of buildings proposed to be constructed on the site, DEXUS has committed to the preparation of detailed landscape plans for all buildings and road works, prior to the commencement of the applicable works.

The landscape plans would be prepared in consultation with Council and to the satisfaction of the Director-General of the Department of Planning.

## **6.2 Visual Amenity**

In most respects, the project complies with the Greystanes SEL concept plan and is therefore not expected to result in any significant adverse visual impacts (visual impacts associated with urban and architectural design is addressed separately in Section 6.1 above).

However, the project proposes buildings heights in limited areas of the site up to 25 metres and 40 metres, which is well above the maximum 15 metres proposed in the concept plan. (It is noted that the concept plan approval allows buildings up to 25 metres high in the business precinct). The proposed building height distribution across the *DEXUS Estate* site is shown on Figure 3.3.

Given the potential for visual impact associated with this building height increase, including the potential for impact on the nearby Prospect Hill heritage area, DEXUS engaged Richard Lamb and Associates to undertake a Visual Impact Assessment for the project. The assessment is attached as **Appendix I**, and is summarised below.

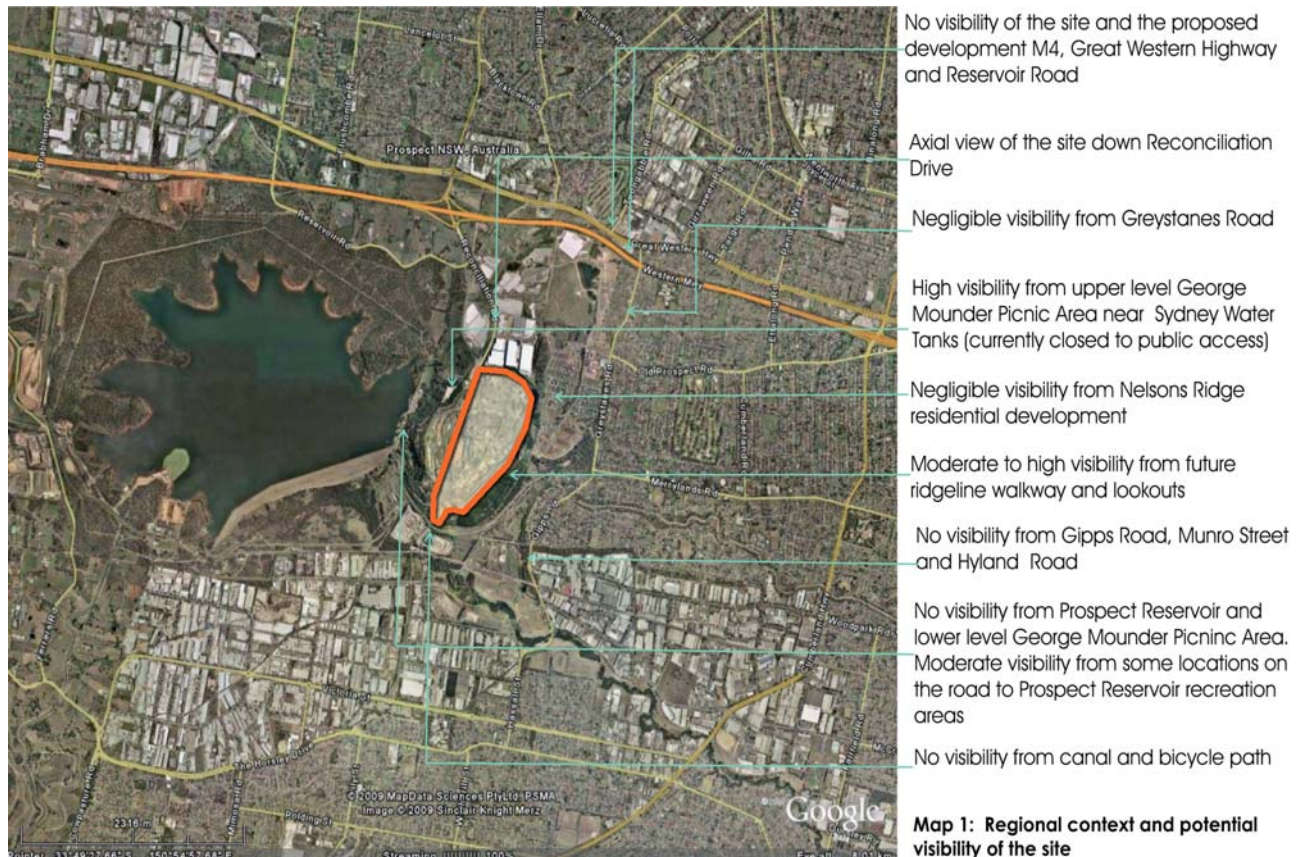
The visual assessment involved an iterative process, with the assessment informing the layout of the proposed masterplan (and alternative masterplans), particularly with regard to the best locations for 25 metre and 40 metre buildings on the site. As identified in Section 3.4.2, the



masterplan was amended as a direct result of the preliminary visual assessment, to remove and amend 40 metre buildings from sensitive areas of the site.

## 6.2.1 Visual Context and Resources

The visual context and visual resources in proximity to the site and the wider Greystanes area are shown on Figures 6.1 and 6.2, respectively.



**Figure 6.1: Visual Context**

The visual assessment notes that the eastern and western bounding ridges that contain the former quarry and the remnant vegetation block views toward the site from virtually all directions. Despite the local and regional prominence of Prospect Hill, which is both a current and a historical landmark, the site is virtually invisible from surrounding residential and publicly accessible areas.

Key visual receivers identified in the visual assessment include:

- commuters on Reconciliation Drive, from which the site would be highly visible;
- the Prospect Hill heritage area to the north-east, including the future walkway and lookouts on the eastern ridge of the former quarry in Mar-rong Reserve, from which the site would be moderately to highly visible; and
- the upper level George Maunder Picnic Area within Prospect Reservoir (currently closed to the public), from which the site would be highly visible.

There are no views to the site from the private and public domain within Nelsons Ridge residential area, which is situated below the eastern ridge of the former quarry.

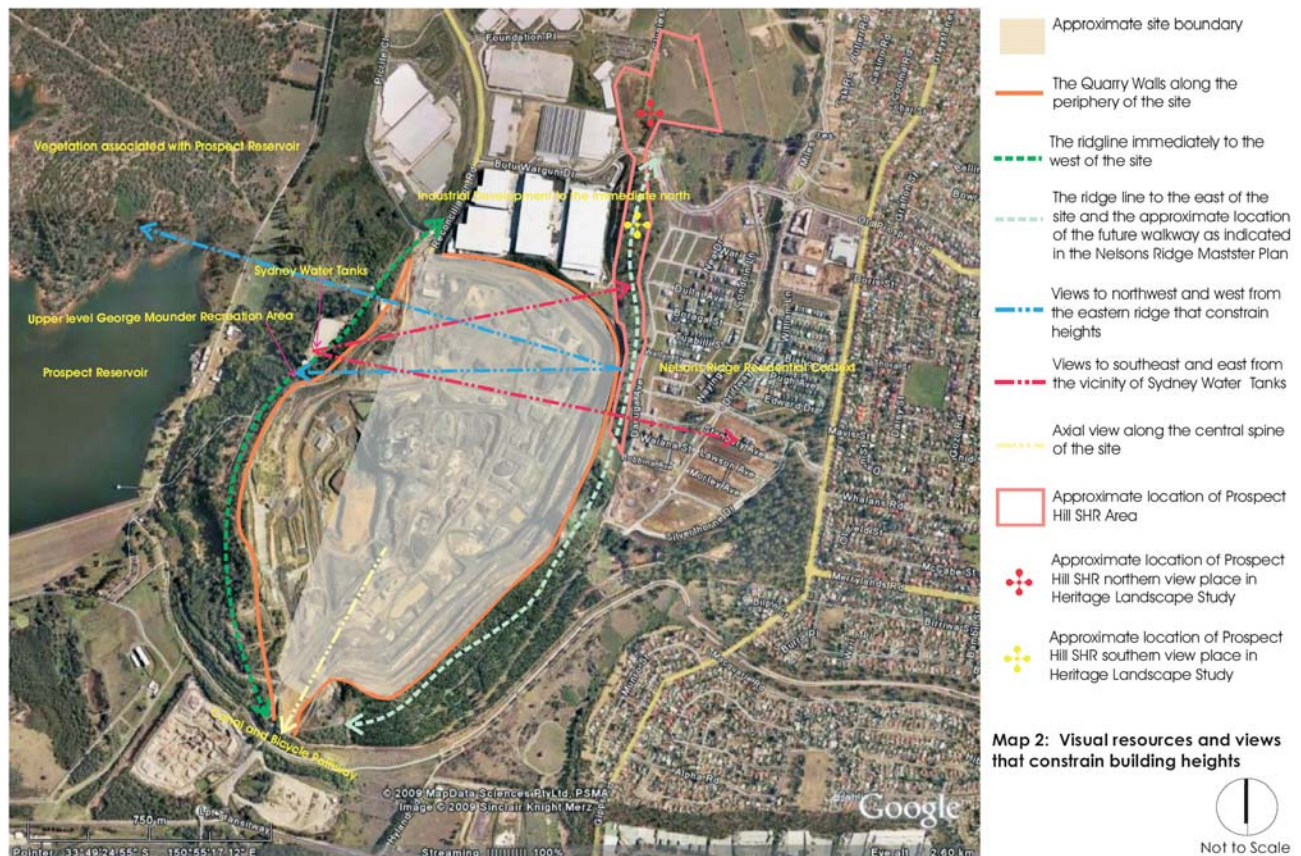


Figure 6.2: Visual Resources

Prospect Hill is considered to be a key visual resource in the area. It was placed on the State Heritage Register (SHR) in October 2003, and the Statement of Significance for the area is reproduced below (SHR listing, May 2009):

*“The Prospect Hill area has state significance due to its unique combination of significant landscape feature, potential archaeological site, and association with important historical phases. As a dolerite outcrop rising to a height of 117 metres above sea level, Prospect Hill is a rare geological and significant topographic feature providing expansive views across the Cumberland Plain.*

*The site is significant as a major reference point for early explorers from 1788, and as the site of a number of the earliest farms in New South Wales, which were established in 1791. Prospect Hill is also associated with Aboriginal frontier warfare during the early days of the colony, and as the site of one of the first Aboriginal/ European reconciliation meetings held in 1805 involving Samuel Marsden and Prospect Aboriginal groups.*

*Through its ongoing pastoral and rural use, the site has the potential to provide archaeological evidence of early farming practice and settlement. The landscape of Prospect Hill is likely to be one of the only remaining areas of rural land within the local and regional area that has retained its long-term pastoral use since the earliest days of the colony.”*

The heritage area is listed in part because of its aesthetic significance, with the SHR listing noting that:



*“Prospect Hill has aesthetic significance as Sydney's largest body of igneous rock, which rises to a height of 117 metres and provides expansive views across the Cumberland Plain. The large dolerite formation of Prospect Hill is a rare geological and landmark topographic feature, lying centrally within the Cumberland Plain. Through the long-term use of the site for pastoral use, the landscape retains an essentially rural character, which is becoming rare in the locality.”*

A Conservation Management Plan (CMP) (2005), Heritage Landscape Study and Plan (2008), and Draft Interpretation Plan (2009) have been prepared for the Prospect Hill SHR area, and have been considered in the visual assessment for the project.

The main views to the site from the Prospect Hill SHR area to the site would be from the future ridgeline walkway and lookouts along Mar-rong Reserve (see Figure 6.2). The visual assessment notes that the proposed 40 metre high buildings in the proposed masterplan and alternatives would form part of the foreground of the some of the views. 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.

In this regard, the existing Cadbury-Schweppes warehouse directly to the north (ie. the easternmost warehouse on Figure 6.2 directly north of the site, adjacent the Prospect Hill SHR area) has a ridge level of RL100.0 metres, which compares to the maximum ridge height of the buildings on the proposed masterplan and alternatives of 102.0 metres (and 100.0 metres for the comparative proposed building directly to the south of the Cadbury-Schweppes warehouse). The building heights and sightlines are shown on Figure 6.3 (see Plan MP08.02 in **Appendix D** for a larger version).

Given the comparative building heights with existing and planned industrial buildings immediately to the north, the visual assessment notes that the roofscape visible from Mar-rong Reserve would be somewhat continuous, and that the proposed building heights would not cause the loss of any views toward the western ridge and the hillsides above and to the south of the Prospect Reservoir, the water or views further toward the Blue Mountains.

### 6.2.2 Visual Sensitivity

The overall visual sensitivity of the site was judged in the visual assessment to be low on a scale of negligible, minor, low, moderate and high. The reasons for this assessment, including matters that both increase and decrease sensitivity, include:

- The proposal would be seen in the context of the industrial developments to the north and north-east of the site from all of the adjacent viewing locations;
- The proposal would not be visible from any high use roads, tourist routes or existing open spaces that have public use, decreasing its sensitivity;
- The proposal has nil to negligible visibility from the existing public domain of the Nelsons Ridge residential development as well as the residences within this development, decreasing sensitivity;
- The proposal would be seen from part of the surrounding industrial context but this is not considered to be a visually sensitive viewing location;
- The upper level George Maunders recreation area from which there are views of the site is presently closed to public access. It appears to have had significant use in the past, increasing the sensitivity if use is re-established. The lower level recreation area provides greater scenic amenity views of the Prospect Reservoir and its associated vegetation;
- The proposal would be visible from the future walkway and lookouts within Mar-rong Reserve to the east of the site. However, it would be seen within the context of the other

- industrial developments in the vicinity of the site and may appear to be visually more attractive to some compared to the existing appearance of the site;
- The highly restricted visibility from the south is not considered to increase sensitivity. The visibility would be further diminished by the potential future access ways, road patterns and landscaping;
  - There is moderate visibility of parts of the site, particularly the north and north western sector of the site from part of the Prospect Hill SHR area which is a proposed future reserve, which increases the intrinsic sensitivity of that area; however viewer numbers are likely to be small. The proposal would not affect the access to views from Prospect Hill in the west-northwest directions or views from the west to the northeast toward Prospect Hill;
  - A view from part of the southern part of the Prospect Hill SHR area to the quarry is rated as of exceptional national aesthetic significance, emphasising the high sensitivity of this location and the view;
  - This significance was not considered to be an impediment to the concept plan for the change of use of the quarry to employment land. The approved Concept Plan provides certainty that the overall built form and character of the views is intended to be transformed from that of the residual quarry pit to that of an industrial landscape. Given this expectation, viewers would be expected to be less sensitive to variations in the heights and distributions of buildings than to the approved change in the character of the setting;
  - The critical factors of significance in regard to the quarry that are identified as of significance in the views from the SHR land (ie. the walls, benches and batters) would not be significantly affected by the proposed distribution of building heights; and
  - The sensitivity emphasised by the Prospect Hill CMP for the SHR Area has been recognised in the strategies for building heights, which ensure that there is no diminution in views of the views, vistas and views to specific heritage items that are identified in the CMP.

In assessing the visual sensitivity in relation to the Prospect Hill SHR area, the visual assessment includes a detailed consideration of the relevant elements of the Prospect Hill CMP (see Appendix B of the visual assessment), and the Prospect Hill Heritage Landscape Study and Plan.

### 6.2.3 Visual Opportunities and Constraints

To assess the potential visual impact of the project, the visual assessment assessed the proposal against the visual opportunities and constraints of the site. These opportunities and constraints are summarised below:

- *Opportunities:*
  - There is high compatibility for the proposed use for the site and within the surrounding context;
  - The confined and excavated nature of the site and the topography of the site and the surroundings restrict the potential visual catchment and visual exposure of the proposal;
  - The deep cut and minimal external visual exposure of the site is an opportunity to create taller industrial buildings;
  - Taller buildings will have minimal visibility and impact on the local landscapes. Other industrial areas such as the Fairfield/Wetherill Park area, can be seen to have low capacity for taller structures;
  - There is no visibility of the site from main or local roads and it is not exposed to high numbers of viewers;
  - There are no views of the site from the residential area of Nelsons Ridge;
  - There is moderate scenic quality associated with views toward the site from the local and regional context. Development of the site as proposed will have no significant effects on this quality;
  - There is low scenic quality associated with the extracted part of the site itself, notwithstanding the heritage values attributed to the site. Development of the site as proposed will either be neutral or positive in outcome in scenic quality terms;

- There is higher, but only moderate scenic quality of the residual landscape, upper batters and vegetated ridges of the site that is only visible from the margins of the site itself;
- Development of the site as proposed will not detract from the higher scenic quality of these features provided that buildings do not dominate, or block or inappropriately contrast with the residual natural features;
- There is an overall low visual sensitivity for both the public and private domain for the proposed use of the site;
- There is high physical absorption capacity for the proposal;
- The large area of the site provides a larger number of options for the proposed use in terms of internal road networks, distribution of buildings and their bulk and scale and landscaping;
- Other than the adjacent industrial area, the visibility of the site and the proposal is limited to the upper level recreation area within the future reserves and those in the Prospect Reservoir land;
- *Constraints:*
  - Overall the level of constraints for the proposal is low;
  - There is moderate scenic quality associated with the reserves of Prospect Reservoir to the west and the future ridgeline walkway to the east. Retaining the views is a moderate constraint but one increased by the heritage significance of views from the SHR area and this location;
  - Views from the reserves around the edges and the expectation of retaining the view lines both in the east and west directions are a constraint on building height;
  - The topography formed by the proposed buildings is a constraint on retaining significant views and high quality urban form;
  - The relevant urban design constraints such as architectural qualities, distribution of bulk, articulation, setbacks, landscaping, edge treatment and circulation are constraints of equal weight to that of building height;
  - The northwest sector of the site is more constrained due to:
    - the proximity to Reconciliation Drive;
    - the presence of lower industrial buildings behind it;
    - the impact on the axial views down Reconciliation Drive and from the adjacent Sydney Water land and the access road and heritage items (including the Prospect Hill SHR area);
    - the potential impact on views from the eastern rim reserve in the Prospect Hill SHR land toward the scenic background of Prospect Reservoir when looking to the north west and toward the general vicinity of the Veterans Hall site;
    - the low intrinsic compatibility of a 40m high building with these factors of the context;
  - There is some constraint in the north west sector ('superlot' A) and adjacent to the eastern ridge in 'superlot' B due to the need to retain view lines from the future walkways to the northwest and west directions. The heritage significance of the viewing place and of some of the features of what is viewed increases the sensitivity issue and this increases the level of constraint;
  - There is also some constraint to taller buildings adjacent to the eastern quarry wall in 'superlot' B as shown in masterplan alternative 2. It can form a significant foreground impact to the view when seen from the future ridgeline walkway and lookouts, is adjacent to the Prospect Hill SHR area and may block views across the existing quarry to the ridges and landscape beyond to the south west, west and north west.

Site sections showing these constraints with the proposed building heights are shown on Figure 6.3.



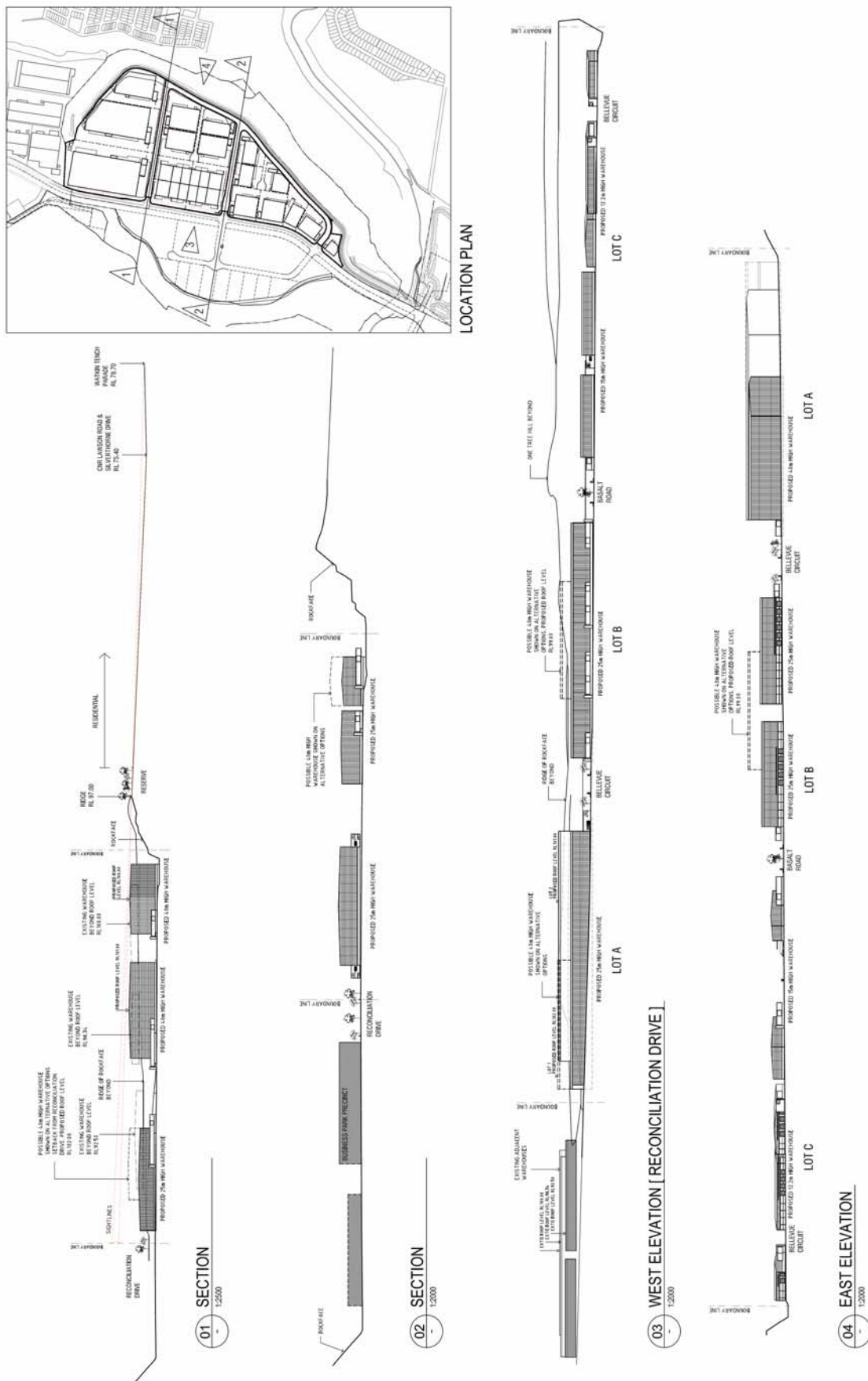


Figure 6.3: Site Sections showing sight lines

## 6.2.4 Assessment of the Project against the Visual Opportunities and Constraints

The visual assessment concludes that the proposed masterplan (and alternative masterplan options) is generally responsive to the constraints identified above whilst at the same time utilising the opportunities that the site offers for its potential development.

### ***Superlot A***

With regard to 'superlot' A, the assessment concluded that the proposed masterplan and the three alternatives are responsive to the constraint identified above for the northwest sector of the site. The masterplan and alternatives 1 and 2 propose a building of height up to 25 metres in this sector of the site. Hence, this building would have a compatible relationship with Reconciliation Drive and the adjacent industrial buildings and at the same time would not block views from the future walkway to the northwest and west directions and views from the Sydney Water grounds to the northeast.

In alternative masterplan 3, the building in the northwest sector is proposed to be located at a significant setback from Reconciliation Drive. As a result the assessment concludes that it would have substantially less negative visual effects.

The other buildings in the northern sector of the site (within 'superlot' A) are also considered to be responsive to the constraints identified above.

### ***Superlot B***

With regard to 'superlot' B, the visual assessment concludes that the proposed masterplan and alternative masterplans 1 and 2 are considered to be positively responsive to the constraints identified above. The proposed 15 and 25 metre high buildings are considered to be appropriate in 'superlot' B in all these options.

A component of a building 40 metres in height located adjacent to the eastern edge of the site in 'superlot' B in alternative masterplan 2 is considered to have only moderate compatibility with the identified constraints above. Although the 40 metre high building has the potential to block parts of the views to the west and northwest from a section of the future walkway along the eastern ridgeline, the masterplan alternative is considered to result in low visual impacts on the visual catchment overall, with the exception only of part of the future ridge reserve land.

### ***Superlot C***

With regard to 'superlot' C, the visual assessment concludes that the proposed building height distribution in the proposed masterplan (and all identified alternatives) is considered to be responsive to the constraints identified above.

In general and specifically in relation to the Prospect Hill SHR area, the visual assessment considers that the proposed masterplan and alternative option 1 are the most compatible layouts. These options positively respond to the heritage significance of the Prospect Hill SHR area and the requirement for the retention of views to and from this heritage item.

## 6.2.5 Overall Extent of Visual Impacts

The visual assessment concludes that there would be low visual impacts associated with the proposed amended building height controls, both on the existing and future surrounding context. The proposed amended height limits (amended following feedback from the preliminary visual assessment) are considered to be acceptable.

As detailed in Section 6.1 above, DEXUS has committed to preparing detailed architectural design plans, detailed landscape plans, a signage strategy and a fencing strategy for development within the site. With these measures, together with the proposed restriction on building heights in accordance with the visual opportunities and constraints of the site, it is considered that the project would not result in any significant adverse visual impacts.

### 6.3 Greenhouse Gas and Energy Efficiency

An Energy and Greenhouse Gas Assessment has been undertaken for the project, and is attached as **Appendix J**.

The assessment includes an estimate of the greenhouse gas (GHG) emissions generated by each of the 4 main GHG sources associated with the project, namely:

- warehouses;
- ancillary offices;
- car parking (lighting); and
- transport.

The assessment includes consideration of the proposed masterplan, as well as the 3 masterplan alternatives.

Further, the assessment considers two development scenarios, namely adoption of:

- no energy savings measures; and
- the energy savings measures as outlined in the UDP (and reproduced in Section 3.6.2).

A summary of the estimated GHG emissions is presented in the following table.

As indicated in the table, the proposed energy savings measures would result in a saving of approximately 11,559 tonnes of CO<sub>2</sub> a year, or a 39% saving for the proposed masterplan. This saving is equivalent to the annual GHG emissions produced by approximately 2,569 cars.

The table also indicates that there is little difference in GHG emissions between the masterplan alternatives.

**Table 6.1: Project GHG Emissions**

Table 6.7: Project GHG Emissions					
Source	Annual GHG Emissions (tonnes CO <sub>2</sub> equivalent)				Saving (%)
	Scenario 1 – No Energy Savings Measures		Scenario 2 – UDP Energy Savings Measures		
	Proposed Masterplan	Worst Case <sup>1</sup> Masterplan Alternative	Proposed Masterplan	Worst Case <sup>1</sup> Masterplan Alternative	
Warehouse	19,757	20,000	9,580	9,697	
Ancillary Office	5,128	4,824	4,034	3,795	
Car Parking	500	772	212	328	
Transport	4,489	4,585	4,489	4,585	
<b>Total</b>	<b>29,874</b>	<b>30,181</b>	<b>18,315</b>	<b>18,405</b>	<b>39%</b>

<sup>1</sup> The worst case alternative used for assessment was Masterplan Alternative 1

## 6.4 Socio-Economic Impacts

The Director-General's Requirements for the project require an assessment of the economic impacts of the project, including the identification of any negative economic impacts.

It is understood that this requirement is specifically related to the proposed reduction in the ancillary office component of the industrial park as compared to that allowed under the Greystanes SEL concept plan.

The concept plan sought and gained approval for ancillary offices of up to 50% GFA within 400 metres of a bus stop within the industrial precinct, and 30% for sites more than 400 metres from a bus stop<sup>4</sup>.

This maximum ancillary office component is reflected in concept plan approval, and the State significant site listing in the Major Projects SEPP.

Although the project meets these maximum ancillary office requirements, the Department of Planning has requested consideration be given as to whether the reduction in office space might adversely affect the socio-economic benefits of the Greystanes SEL, including the development of the Blacktown to Wetherill Park bus transitway.

The strategic justification for up to 50% ancillary office was questioned by authorities at the time of the concept plan approval. The Director-General's assessment report for the concept plan approval notes that the Department initially raised concern with the density of such a high office component 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.

The relevant Councils – including Holroyd, Blacktown and Fairfield Councils – also expressed significant concerns that the high level of office/commercial development within the Greystanes SEL would have an adverse economic impact on existing and planned commercial centres within their respective local government areas.

As outlined in Section 4.3, DEXUS' market research indicates that there is simply not a market for such a high percentage of ancillary office at this time, and for the foreseeable future. Accordingly, the project seeks approval for a more realistic ancillary office component of approximately 9%.

This lower percentage would reduce Council's concerns about the impact on commercial centres.

Indeed, in its requirements for the DGRs (see **Appendix A**) Holroyd Council notes that its opposition to the original concept plan proposal (and subsequent revisions and amendments to the concept plan) related principally to Boral's proposal for significant office floor space, including within the industrial precinct. Council considered that the overall concept plan would have an adverse impact on surrounding major commercial centres, including Parramatta.

Council notes that the current project is anticipated to result in less adverse impacts than would result from development in accordance with the previous approval.

It is considered that the project would not result in any adverse economic impacts. On the contrary, by seeking approval for more a realistic office component, the project provides for a development that is more aligned with current and foreseeable market demand, thus helping to

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<sup>4</sup> Boral originally sought approval for 50% office space across the site, though this was reduced following concerns raised by Council.

ensure the timely development of the estate and delivery of the wider Western Sydney Employment Hub, and realise the jobs creation targets in the Metropolitan Strategy. In this regard, the project is expected to generate approximately 2,000 jobs for the people of Western Sydney.

It is acknowledged that this employment generation is lower than that envisaged in the concept plan, which estimated generation of approximately 3,150 jobs across the entire industrial precinct in the SEL (and about 4,850 jobs in the business precinct). However, given that DEXUS' market research indicates that there is not sufficient foreseeable demand for higher-density ancillary office space, it is considered that the project provides for more certainty in employment generation.

It is noted that there is scope to provide additional office space in accordance with the needs of future end users. This could be achieved via modification of the project approval, if required. It is also noted that the long term future development and redevelopment of the site could provide for increased office space (and hence employment generation), in line with trends in market demand.

It is also considered that the project would have no impact on the business park approved under the Greystanes SEL concept plan. Indeed, the project could help to accelerate development of the business park, by reducing commercial/office landuse within the industrial precinct.

In addition, the project does not include any service-related development (such as neighbourhood shops or take away food and drink premises, as permitted in the precinct), to ensure that the business park / retail services zone retains the focus for such uses within the Greystanes SEL.

Further, it is noted that the proposed increase in the height of the industrial buildings (in limited areas of the site) would help to offset any reduction in 'theoretical' economic benefits, by providing for a higher density of industrial use on the site.

Finally, it is considered that the project would not have any adverse impact on the viability of the planned Blacktown to Wetherill Park bus transitway. As stated above, by developing a more realistic office component in line with market demand, the project provides for the timely development of the estate and delivery of the wider Western Sydney Employment Hub. This would assist the more timely development of, and patronage of, the transitway infrastructure. It is also understood that the strategic bus corridor on which the transitway is based was identified well before Boral sought approval for an increased office density on the SEL.

## 6.5 Other Issues

Other issues associated with the project have been considered in detail during the assessment and approval of the Greystanes SEL concept plan.

Consideration of these issues within the context of the *DEXUS Estate* project is provided in the following table.

In summary, the potential impacts of the project are similar to those that have been comprehensively assessed and resolved as part of the wider concept plan approval. It is considered that, with the adoption of the proposed commitments, the project is able to be undertaken in a manner that would not result in any significant impacts on the environment or surrounding landusers.



**Table 6.2:** *Consideration of Other Environmental Issues*

<b>Issue</b>	<b>Consideration</b>
<i>Traffic and Parking</i>	<p>DEXUS engaged Colston Budd Hunt &amp; Kafes Pty Limited to review the traffic impacts of the project against the approved Greystanes SEL concept plan. The traffic assessment is attached as <b>Appendix K</b>.</p> <p>The assessment found that the proposed masterplan (and alternatives) would generate some 1,600 to 1,800 vehicles per hour two-way (in plus out) during the morning and afternoon peak periods. By way of comparison the previous traffic assessment for the Greystanes SEL (Sinclair Knight Merz, 2006) assessed a traffic generation for the overall SEL of some 4,800 vehicles per hour two-way during peak periods, including a traffic generation of some 2,700 to 2,800 vehicles per hour two-way for the <i>DEXUS Estate</i> site.</p> <p>The proposed masterplan is therefore expected to generate considerably less traffic – even considering the taller warehouses than envisaged in the concept plan – than what was previously assessed for the site.</p> <p>The assessment found that the proposed signalised intersections on Reconciliation Drive through the Greystanes SEL would operate at levels of service C/D or better during the morning and afternoon peak periods. Average delays per vehicle were found to be less than 45 seconds per vehicle during peak periods, which represents a satisfactory level of intersection operation.</p> <p>The traffic assessment concludes that the proposed road network and intersections – both for the project and the wider Greystanes SEL (see Section 2.3.4 for description) – would provide convenient and appropriate access for the proposed industrial development.</p> <p>The traffic assessment also notes that the project would be designed in a manner that is consistent with the Greystanes SEL concept plan in terms of parking, access, internal road layout, public transport, bicycle and pedestrian facilities.</p> <p>In this regard, DEXUS has committed to:</p> <ul style="list-style-type: none"> <li>• designing and constructing the internal road network and parking in accordance with the latest versions of the Australian Standards <i>AS 2890.1:2004</i>, <i>AS 2890.2:2002</i> and <i>AUSTROADS</i>;</li> <li>• designing and constructing the internal roads to the satisfaction of Council;</li> <li>• providing parking in accordance with the rates in the concept plan, and ensuring that all parking generated by the project is accommodated on site; and</li> <li>• providing suitable parking for bicycles and associated facilities such as change rooms at the facility, prior to the commencement of operation of any building.</li> </ul>
<i>Soil and Water</i>	<p><b>Erosion and Sedimentation</b></p> <p>As the site is relatively flat and self-contained, with all stormwater flowing to the precinct detention basin at Widemere East, the project does not entail a significant risk of erosion and sedimentation during construction works.</p> <p>To manage erosion and sedimentation during construction, DEXUS has committed to the preparation and implementation of Erosion and Sediment Control Plans for all development involving ground disturbance. The plans would be prepared in accordance with Landcom's (2004) <i>Managing Urban Stormwater</i>:</p>

<i>Issue</i>	<i>Consideration</i>
	<p><i>Soils and Construction</i> manual (ie. the 'Blue Book'), prior to the commencement of relevant building works.</p> <p><i>Contamination</i></p> <p>Site contamination within the Greystanes SEL has been assessed and is being managed as part of the planning for the concept plan.</p> <p>Boral has obtained a site audit statement certifying that Stage 1 of the <i>DEXUS Estate</i> site is not contaminated and is suitable for its intended industrial/commercial landuse. A copy of the relevant site audit statement is attached as <b>Appendix L</b>. Additional site audit statements will be provided from Boral to DEXUS with the release of each subsequent stage (Nb. Provision of the site audit statement is a contractual requirement on the sale of the land to DEXUS).</p> <p>DEXUS has committed to ensuring that a site audit statement has been prepared for the relevant part of the site, prior to commencing any construction activities. The site audit statement would certify that the relevant part of the site is suitable for commercial/industrial landuse.</p> <p><i>Groundwater Management</i></p> <p>As the former Prospect Quarry intercepts the groundwater table, the concept plan provides for a detailed Groundwater Management Strategy for the Greystanes SEL, which details measures to drain and treat groundwater from the base of the quarry. The strategy is described in Section 2.3.4.</p> <p>The Groundwater Management Strategy forms part of the concept plan approval, and the construction of the groundwater management infrastructure has been approved as part of the Greystanes SEL project approval.</p> <p>DEXUS engaged GHD Pty Limited to review the project against the Groundwater Management Strategy (see <b>Appendix M</b>). GHD confirmed that the project is consistent with, and would not affect the operation of, the Groundwater Management Strategy.</p> <p>Further, the project is not expected to entail any significant risk to groundwater resources by way of contamination, given that the project involves general warehousing and distribution activities.</p> <p><i>Stormwater Management</i></p> <p>The concept plan provides for a detailed Stormwater Management Strategy for the Greystanes SEL. The plan has been designed to manage both the quality and quantity of surface water flow in a sustainable manner prior to its ultimate discharge to Prospect Creek. The strategy is described in Section 2.3.4, and includes:</p> <ul style="list-style-type: none"> <li>• on-site treatment (business park and retail areas only);</li> <li>• gross pollutant traps in lots;</li> <li>• stormwater drains/pipes in the internal road network;</li> <li>• vegetated open bio-filtration channels around the perimeter of the estate; and</li> <li>• a precinct detention basin at Widemere East, along with a 5 megalitre harvesting dam.</li> </ul>

Issue	Consideration
	<p>The perimeter stormwater channels and the precinct detention basin have been designed to convey stormwater events up to the 100 year ARI event, with discharge maintained at pre-development levels to minimise the risk of flooding.</p> <p>The 5 megalitre harvesting dam at Widemere East has been designed to collect and store peak low stormwater flows for pumping to the Cumberland Country Golf Club for re-use purposes. Boral, DEXUS and the golf club have entered into an agreement for the water re-use, which includes a minimum 25 year contractual obligation for water harvesting by the golf club.</p> <p>The Stormwater Management Strategy (and an accompanying Stormwater Maintenance Plan) forms part of the concept plan approval, and the construction of the estate stormwater infrastructure has been approved as part of the Greystanes SEL project approval. The Stormwater Maintenance Plan includes a stormwater monitoring program for the estate.</p> <p>GHD has reviewed the project against the Stormwater Management Strategy and confirmed that the project is consistent with the stormwater quality and quantity goals of the strategy (see <b>Appendix M</b>). DEXUS would undertake the project in accordance with the strategy, which would include:</p> <ul style="list-style-type: none"> <li>• on-lot stormwater drains, including gross pollutant traps in all lots; and</li> <li>• stormwater pipes in the local roads, draining to the off-site perimeter channels.</li> </ul> <p>GHD noted that the drainage system adjacent to Reconciliation Drive suits direct connections to that road, but that the Stormwater Management Strategy is based on all stormwater from the <i>DEXUS Estate</i> site to be directed to the eastern perimeter channel. GHD recommended controls be put in place to ensure that all stormwater drains to the eastern perimeter channel.</p> <p>DEXUS has committed to preparing Stormwater Management Plans for all buildings and road works to be constructed on site, in accordance with the Greystanes SEL Stormwater Management Strategy, including provision for all stormwater to be directed to the eastern perimeter channel.</p> <p>The project is not expected to entail any significant additional risk to stormwater quality, given that the project involves general warehousing and distribution activities.</p>
<p><i>Flora &amp; Fauna</i></p>	<p>As a former quarry, the <i>DEXUS Estate</i> site is devoid of vegetation and has no significant fauna habitat. Accordingly, the project is not expected to have any impact on the flora and fauna values of the area.</p> <p>As discussed in Section 6.1, a landscape masterplan has been prepared for the project, which comprises species indigenous to the local area.</p> <p>DEXUS has committed to preparing detailed landscape plans for all buildings and road works to be constructed on site, to the satisfaction of the Director-General of the Department of Planning. The plans would be generally consistent with the landscape masterplan, and the landscape concept in the UDP.</p>

<b>Issue</b>	<b>Consideration</b>
<i>Aboriginal Heritage</i>	<p>As a former hard rock quarry, the <i>DEXUS Estate</i> site does contain any Aboriginal sites or objects.</p> <p>Previous archaeological assessments for the Greystanes SEL concept plan identified one Aboriginal site ('PH1', an artefact scatter) at Widemere East, within the vicinity of the Greystanes SEL precinct stormwater detention basin facilities. The site was considered to be of low archaeological significance.</p> <p>The project does not involve any additional disturbance of the Widemere East area, as the stormwater detention facilities have been approved as part of the wider Greystanes SEL project.</p>
<i>Non-Indigenous Heritage</i>	<p>Previous heritage assessments for the Greystanes SEL concept plan have identified a number of heritage items in the area, including:</p> <ul style="list-style-type: none"> <li>• Prospect Hill, to the north-east of the site, which is listed in the State Heritage Register (SHR) and Holroyd Local Environmental Plan (LEP);</li> <li>• Prospect Reservoir and its curtilage, to the west, which is listed in the SHR;</li> <li>• Veteran Hall Archaeological Site, located in the Prospect Reservoir site, which is listed in the SHR;</li> <li>• Boral Main Gate (Greystanes Gates), located in the Nelsons Ridge residential area to the east, which is listed in the LEP; and</li> <li>• Prospect Quarry itself (including disused machinery and 'One Tree Hill'), listed in the LEP.</li> </ul> <p>The previous assessment concluded that the development of the Greystanes SEL would not have a significant impact on heritage items, although archival recording and an interpretation strategy were recommended to record and conserve the heritage values of the Prospect Quarry.</p> <p>Boral has since undertaken the archival recording, and is preparing the interpretation strategy, in accordance with the concept plan approval.</p> <p>The interpretation strategy, to be approved by the Department of Planning, will provide for interpretive signage, including text and images, located at various locations within the Greystanes SEL site, and placement of old quarry machinery.</p> <p>Implementation of the interpretation strategy is not expected to have any implications for the project or <i>DEXUS Estate</i> site, although the project would be undertaken in accordance with any recommendations of the strategy.</p> <p>The visual assessment for the project (see Section 6.2) has considered the potential for the proposed 40 metre building heights to impact on heritage items, particularly Prospect Hill and Prospect Reservoir, concluding that the project would not result in any significant impact on the heritage values of these items.</p>
<i>Noise</i>	<p>A Noise Management Strategy for the development of the Greystanes Estate was prepared by Richard Heggie and Associates in 2001, which informed the planning of the Greystanes Estate.</p> <p>The assessment modelled a worst case scenario involving the development of heavy industry (metal fabrication) within the Greystanes SEL and NEL.</p> <p>Based on a total of 15 heavy industries throughout the estate, the assessment</p>

<b>Issue</b>	<b>Consideration</b>
	<p>found that the worst case noise levels at the residential area to the east (ie. Nelsons Ridge) would be 32dB(A) <math>L_{Aeq}</math> during calm conditions and 37dB(A) <math>L_{Aeq}</math> during temperature inversion conditions. These levels comply with the relevant project specific noise criteria for day, evening and night periods of 48dB, 38dB and 37dB, respectively.</p> <p>The assessment concluded that the development of the industrial land within the Greystanes SEL would comply with applicable noise criteria and would not have any significant noise impact on the Nelsons Ridge residential area. This is largely due to the nature of the Greystanes SEL site, which is separated from surrounding landuses by the walls of the former Prospect Quarry. These walls, at up to 60 metres high, act to effectively attenuate noise emissions.</p> <p>Given that the project is generally consistent with the approved concept plan, and involves only warehousing and distribution (as opposed to heavy industry) the project is unlikely to result in any operational or construction noise impacts.</p> <p>Further, given that the Greystanes SEL site enjoys direct access to the arterial road network, without the need to travel through any residential areas, the development of the Greystanes SEL is not expected to result in any traffic noise impacts.</p>
<i>Air Quality</i>	<p>Dust emissions during construction works would be managed using standard best practice controls, including:</p> <ul style="list-style-type: none"> <li>• minimising and promptly stabilising/revegetating disturbance areas;</li> <li>• minimising drop heights for materials being worked on the site;</li> <li>• keeping exposed surfaces moist; and</li> <li>• ensuring trucks are covered and do not track sediment onto public roads.</li> </ul> <p>During operations, the main sources of air emissions would be vehicle, and to a lesser extent, plant emissions. Neither of these emissions sources are expected to be significant, and would be consistent with emissions from similar warehouse and distribution centres.</p> <p>Initiatives to encourage sustainable transport modes, as described in Section 2.3.4, would assist in reducing transport-related air emissions.</p>
<i>Hazards</i>	<p>The proposed warehouse and distribution centres are not expected to store significant quantities of hazardous materials or dangerous goods. However, end-users may require some hazardous materials or dangerous goods storage in accordance with their individual needs.</p> <p>To ensure that any such storage is effectively planned, DEXUS has committed to providing a hazards review, prior to construction of any building involving storage of hazardous materials or dangerous goods (apart from minor storage). The review would be undertaken in accordance with the Department of Planning's <i>Applying SEPP 33</i> guidelines, to the satisfaction of the Director-General of the Department of Planning.</p> <p>Further, all dangerous goods and hazardous substances storage and handling on site would be undertaken in accordance with the Dangerous Goods Code and AS 1940-2004: <i>The storage and handling of flammable and combustible liquids</i>.</p>



<b>Issue</b>	<b>Consideration</b>
<b>Waste</b>	<p>The proposed warehouse and distribution centres are not expected to generate a significant amount of waste, with waste streams typical of standard warehousing developments.</p> <p>A generic Waste Management Plan has been prepared for the facilities, which is attached as <b>Appendix N</b>. The plan has been prepared generally in accordance with Holroyd City Council's <i>Development Control Plan – Guidelines for Planning for Less Waste</i>. All development on the <i>DEXUS Estate</i> would be carried out in accordance with the Waste Management Plan.</p>

## 7 CONCLUSION

### 7.1 Statement of Commitments Summary

DEXUS has prepared a Statement of Commitments for the project, which is attached as **Appendix O**.

The Statement of Commitments outlines a range of measures that DEXUS would implement during the detailed design, construction and operational phases of the project, to ensure that the project is undertaken in an orderly and environmentally responsible manner.

A summary of the key commitments is presented in the following table.

**Table 7.1:** *Statement of Commitments Summary*

<b>Aspect</b>	<b>Key Commitment</b>
<i>Building Design</i>	DEXUS will prepare detailed architectural design plans for all buildings to be constructed on site, to the satisfaction of the Department of Planning. The plans will be generally consistent with the plans in the EA, and be prepared in a manner that achieves the design excellence standards in the Major Projects SEPP.
<i>Landscape Design</i>	DEXUS will prepare detailed landscape plans for all buildings and road works to be constructed on site, to the satisfaction of the Department of Planning. The plans will be generally consistent with the landscape concept in the approved concept plan.
<i>Estate Signage Strategy</i>	DEXUS will prepare a detailed Signage Strategy for the site, to the satisfaction of the Department of Planning. The strategy will be generally consistent with the signage controls in the approved concept plan.
<i>Estate Fencing Strategy</i>	DEXUS will prepare a detailed Fencing Strategy for the site, to the satisfaction of the Department of Planning. The strategy will be generally consistent with the fencing controls in the approved concept plan.
<i>Soil and Water</i>	<p><i>Erosion and Sediment Control</i></p> <p>DEXUS will prepare and implement Erosion and Sediment Control Plans for all works involving ground disturbance (apart from minor works – eg. signage installation).</p> <p><i>Stormwater Management</i></p> <p>DEXUS will prepare and implement Stormwater Management Plans (ie. drawings) for all buildings and road works to be constructed on site. The plans will be generally consistent with the stormwater strategy in the approved concept plan.</p>

<b>Aspect</b>	<b>Key Commitment</b>
	<i>Site Contamination</i> DEXUS will ensure that a site audit statement from an accredited Site Auditor has been prepared for the relevant part of the site, prior to construction works.
<i>Noise</i>	DEXUS will only carry out audible construction works within the day-time period.
<i>Air Quality</i>	DEXUS will implement reasonable and feasible measures to control dust emissions, and ensure that the project does not generate offensive odour.
<i>Energy and Greenhouse Gas</i>	DEXUS will carry out the project generally in accordance with the energy savings measures in the approved concept plan.
<i>Transport</i>	DEXUS will construct the internal roads to the satisfaction of Council, ensure all parking/queuing generated by the project is accommodated on site, and provide bicycle parking facilities for all buildings.
<i>Visual Amenity</i>	DEXUS will maintain landscaping on site to a high quality, and ensure that all lighting is installed and maintained in a manner that does not cause nuisance.
<i>Wastes and Hazards</i>	DEXUS will implement reasonable and feasible measures to minimise waste, carry out the project in accordance with the project Waste Management Plan, and undertake hazard analyses for any building involving the bulk storage of dangerous goods, to the satisfaction of the Director-General.
<i>Environmental Management</i>	DEXUS will prepare and implement an Environmental Management Strategy for the project, to the satisfaction of the Director-General.

## 7.2 Consideration of Alternatives

Alternatives to carrying out the project on the site in the proposed manner include:

- developing the site to a lesser or higher scale;
- developing the site with a different layout and/or design; and
- not undertaking the project at all.

In terms of project scale, DEXUS acknowledges that the project provides for generally larger, less dense facilities, and larger lot sizes, than indicated in the Greystanes SEL concept plan, and proposes an ancillary office component which is less than the maximum allowed in the concept plan approval.

As discussed in Sections 4.3 and 6.4, the proposed masterplan is based on DEXUS' market research of the current and foreseeable demand for industrial facilities in Western Sydney. This research indicates that there is simply not demand for smaller industrial facilities with ancillary offices of up to 50% GFA in the foreseeable future. (Indeed, it is noted DEXUS would prefer a higher density and office component, as it would translate to a higher use and higher returns within the estate). As a result of its market research, DEXUS' proposed masterplan is based on a realistic assessment of foreseeable market demand.

As discussed in Section 6.4, the strategic justification for up to 50% ancillary office was questioned by authorities at the time of the concept plan approval, with Holroyd, Blacktown and Fairfield Councils all expressing significant concerns that the high level of office/commercial development within the Greystanes SEL would have an adverse economic impact on existing and planned commercial centres within their respective local government areas. The Department of Planning also raised concern with the density of such a high office component in the industrial precinct.

The project addresses these concerns, by seeking approval for more a realistic office component that is more aligned with current and foreseeable market demand.

By aligning the project scale with the market demand, the project would help to ensure the timely development of the estate and the wider Western Sydney Employment Area, and realise the jobs creation targets in the Metropolitan Strategy.

DEXUS also acknowledges that the project seeks approval for taller industrial facilities than envisaged in the Greystanes SEL concept plan. Following detailed visual impact and other environmental assessment, it is considered that allowing taller warehouse buildings in certain, limited areas of the site would not result in any adverse impacts. Indeed, the nature of the site (ie. at the base of a former quarry) provides a unique opportunity to develop taller industrial facilities in a manner that would not adversely affect the amenity of the surrounding area.

In summary, it is considered that the proposed scale of the project provides a reasonable balance between maximising the development and employment opportunities of the site whilst ensuring that the amenity of the surrounding area is not adversely affected.

In terms of alternative layouts and/or designs (in addition to the identified alternative options), it is noted that the proposed masterplan has been designed to a high quality by respected architects Mackenzie Pronk Pty Limited and TDesign Pty Limited. The urban and architectural design for the estate is discussed in Section 6.1, and has been prepared in a manner that:

- respects and is consistent with the Greystanes SEL concept plan, particularly the concept plan's Urban Design Plan;
- maximises the realistic development potential of the site, in accordance with current and foreseeable market demand; and
- respects and highlights the natural attributes of the site, particularly the visually striking feature of the quarry walls.

To ensure that the *DEXUS Estate* is designed to a high standard, DEXUS has committed to preparing detailed architectural design plans, landscape plans, a signage strategy and a fencing strategy for the estate, to the satisfaction of the Director-General of the Department of Planning.

Not undertaking the project at all on the site is not considered to be a reasonable alternative, as:

- the project is consistent with the objectives of the Metropolitan Strategy and the wider strategic planning for the Western Sydney Employment Area;
- the project is generally consistent with the approved Greystanes SEL concept plan;
- the project is not predicted to have any significant impacts on the environment or surrounding landusers; and
- not undertaking the project would negate the project's significant socio-economic benefits, including a capital investment of \$150 million in the Western Sydney Employment Hub, the creation of around 800 construction jobs over a 5 year period, and the creation of around 2,000 full time jobs for the people of Western Sydney.

### 7.3 Project Need and Justification

The project would develop a considerable portion of the Greystanes SEL, in a manner that is generally consistent with the approved concept plan for the SEL.

Indeed, the project has been designed based on DEXUS' detailed market research of the current and foreseeable demand for industrial facilities in this part of Western Sydney. By aligning the project with the market demand, the project would help to ensure the timely development of the

*DEXUS Estate* and the wider Western Sydney Employment Hub, and realise the jobs creation targets in the Metropolitan Strategy.

In this regard, the project represents a significant capital investment by DEXUS in the Western Sydney Employment Hub, identified in the Metropolitan Strategy as a key centre for employment growth in Western Sydney over the 25 year period to 2030. The project would have a direct capital investment of \$150 million in the employment area, would create around 800 construction jobs over a period of about 5 years, and would create around 2,000 full time operational jobs for the people of Western Sydney.

Environmental assessment indicates that the project is able to be conducted in a manner that would not result in any significant environmental impacts, or adversely affect the amenity of the surrounding area.

The site is well suited to the project, as it:

- is zoned for employment uses;
- is subject to an approved concept plan;
- provides for the beneficial re-use of a former quarry void;
- enjoys very good access to Sydney's arterial road network;
- has (or will have) access to all required services and utilities;
- is located in proximity to similar landuses; and
- is well removed from sensitive receivers and potential environmental hazard.

On balance, it is considered that the project represents the orderly and reasonable development of the land, and is therefore in the public interest.