



5 December 2011

Heather Warton
Director Regional
Department of Planning & Infrastructure
23-33 Bridge Street
SYDNEY NSW 2000

Attn: Steve Czeref, Team Leader

Dear Heather,

**ENVIRONMENTAL ASSESSMENT – DEXUS ESTATE INDUSTRIAL PARK PROJECT (MP 08_0259)
MODIFICATION (MOD 2) – SUPERLOT C AMENDMENT**

1 Introduction

On 8 November 2009, the then Minister for Planning approved a proposal from DEXUS Funds Management Limited (DEXUS) under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), for the DEXUS Estate Industrial Park Project within the Greystanes Southern Employment Lands.

The approval allows the development of the DEXUS Estate comprising a range of warehouse and distribution facilities across the site. The approved masterplan for the estate is shown on **Figure 1**.



Figure 1: DEXUS Estate Masterplan – As Approved



The DEXUS Estate is to be developed on a staged basis in line with the securing of end-users for the facilities and/or market demand.

The approval has been tailored in accordance with this staged development approach, and includes a number of conditions requiring certain matters to be completed to the satisfaction of the Director-General of the Department of Planning and Infrastructure (or other authorities) prior to the commencement of construction of each facility.

To date, 5 end-user facilities have been approved by the Department and have been constructed or are under construction or pre-construction, namely the (see **Figure 2**):

- Solaris Paper Facility on Lot 8 (and 9) in Superlot B;
- Symbion Health Facility on Lot 4 (and 5) in Superlot B;
- DEXUS Estate Data Centre Facility on Lot 3 in Superlot A; and
- Warehouse A (on Lots 10 & 11) and Warehouse B (on Lots 6 & 7) in Superlot B.

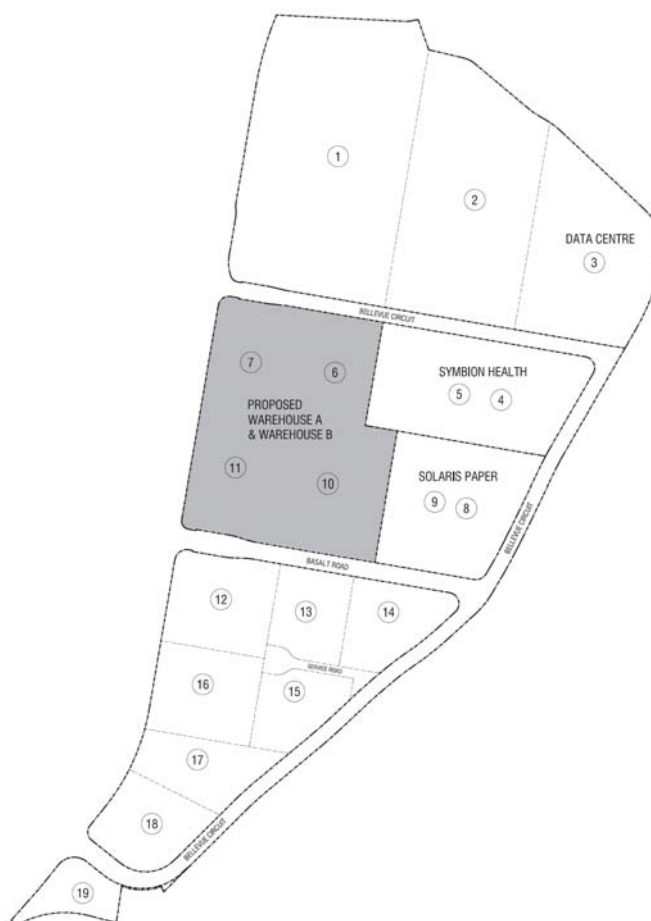


Figure 2: Location Plan

DEXUS is now planning the development of the first buildings in Superlot C, and has undertaken a detailed review of the approved layout of the precinct in this regard, based on current and foreseeable market demand.

This review has identified potential efficiencies in the layout of the DEXUS Estate. In particular, the review has found that the section of Bellevue Circuit that runs around the



eastern perimeter of Superlot C is redundant and is able to be deleted, and that the originally approved warehouses in Superlot C are generally smaller and less efficiently laid out than is optimal based on space planning and market demand. DEXUS has also identified an opportunity for an internal café to service estate users, as well as the need for a small central estate management office.

DEXUS has also identified an end user, UPS Supply Chain Solutions, for one of the warehouse buildings in Superlot C (on approved Lot 14).

2 Proposed Modification

Proposed Changes to DEXUS Estate Masterplan

In accordance with this detailed review, DEXUS proposes to modify the project approval for the DEXUS Estate under Section 75W of the EP&A Act to revise the estate masterplan, including:

- amending the masterplan layout for Superlot C, including:
 - amending the subdivision and building layout for the superlot;
 - deleting the southern portion of Bellevue Circuit on the eastern side of the superlot;
 - adding an ancillary estate manager's office and café in the southern area of the superlot; and
- updating the masterplan layout for Superlots A and B to reflect the approved buildings on these superlots.

The proposed revised masterplan for the DEXUS Estate is shown on **Figure 3**. A full set of revised architectural design plans – based on the proposed masterplan – is attached as **Appendix A**. A revised Landscape Masterplan for the estate is attached as **Appendix B**.

Tables 1 to 3 provide a comparison between the approved project and the proposed modification.

Table 1: DEXUS Estate Project Summary

<i>Aspect</i>	<i>Project as Approved¹</i>	<i>Project as Proposed</i>
<i>Project Summary</i>	Construction and use of the DEXUS Estate Industrial Park, within the Greystanes Southern Employment Lands, for warehouse and distribution and manufacturing (Solaris Paper Facility) purposes.	No change
<i>Proposed Use</i>	Warehousing and distribution, and manufacturing (Solaris Paper Facility), with ancillary office	Warehousing and distribution, and manufacturing (Solaris Paper Facility), with ancillary office, estate manager's office and café.
<i>Subdivision</i>	Subdivision of the site to create 19 development lots and roads	Subdivision of the site to create 12 development lots (some of which may be combined and separated by leasing boundaries), 2 service 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.	No change



<i>Facility Description</i>	<p>The proposed masterplan provides for:</p> <ul style="list-style-type: none"> • construction of 16 freestanding warehouse facilities across the site, ranging in size from 2,400m² to 48,300m² 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 m² to 4,320 m² GFA; and • a total of 220,865 m² of warehouse GFA and 20,900 m² of ancillary office GFA. 	<p>The proposed masterplan provides for:</p> <ul style="list-style-type: none"> • construction of 12 freestanding warehouse facilities across the site, ranging in size from 2,400m² to 48,300m² gross floor area (GFA), including ancillary offices. Some of these facilities would be configured to potentially accommodate more than one tenancy; • construction of a 400m² estate manager's office and café building; and • a total of 230,688m² of warehouse GFA and 21,184m² of ancillary office/café GFA across the estate.
<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.	No change
<i>Capital Investment Value</i>	\$150,000,000	No change
<i>Employees</i>	<p>Construction – Approximately 800 full-time equivalents</p> <p>Operation – Approximately 2,000 full-time equivalents</p>	No change
<i>Infrastructure and Services:</i>		
<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.	No change, apart from the removal of the southern portion of Bellevue Circuit on the eastern side of Superlot C.
<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.	No change
<i>Potable Water</i>	The reticulated potable water supply in Reconciliation Drive would be adequate to service the project.	No change
<i>Sewer</i>	The site would be connected to reticulated sewer in Reconciliation Drive	No change
<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.	No change
<i>Telecom-munications</i>	The site would be connected to telecommunications infrastructure in Reconciliation Drive.	No change
<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.	No change

1 Based on Table 3.1 of the Environmental Assessment (dated June 2009) for the original project, as amended by MOD 1, which approved manufacturing use for the approved Solaris Paper Facility in Superlot B.

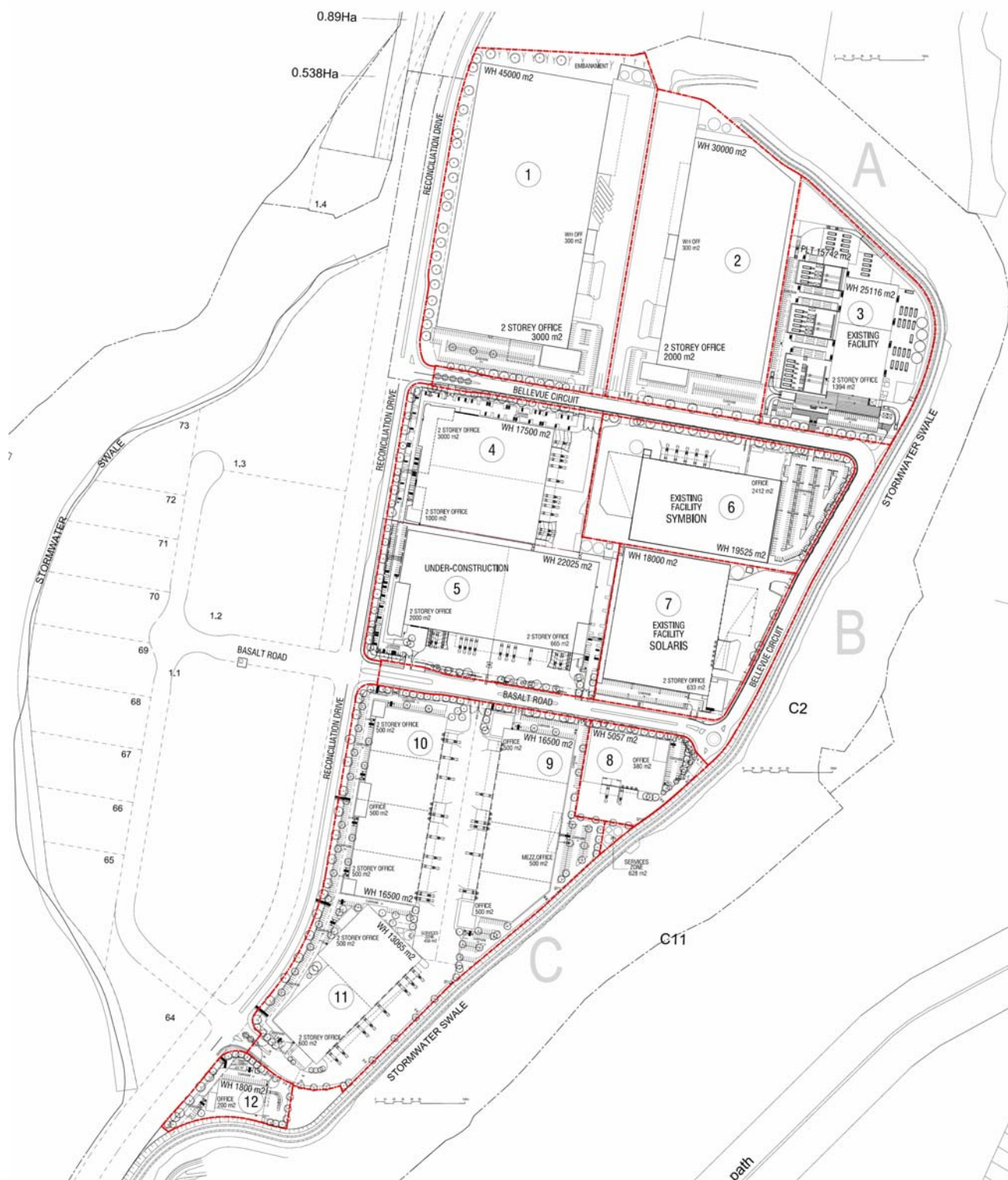


Figure 3: DEXUS Estate Masterplan – As Proposed



Table 2: DEXUS Estate Masterplan Development Schedule

	Approved Masterplan	Proposed Masterplan	Difference¹
Areas (m ²)			
- Site Area	472,312	472,312	No change
- Site Area (exc. roads)	430,576	443,332	+12,756
- Warehouse Area	220,865	230,688	+9,823
- Office/Café Area	20,900 (9%)	21,184 (9%)	+284
- Total Building Area	241,765	251,872	+10,107
- Awning Area	12,875	16,714	+3,839
- Hardstand Area	124,250	145,921	+21, 671
- Landscaping Area	67,785 (16%)	59,631 (13% ³)	-8,154
Site Cover (inc. awning)	54%	61%	+7%
Floor Space Ratio	51%	57%	+6%
No. Office Levels	1-2	1-2	No change
Building Height (m)	15-40	15-40	No change
Car Parking Sp. Required ²	1,264	1,307	+43
Car Parking Sp. Provided	1,403	1,655	+252
Employees	2,000	2,000	No change
Hours of Operation	24 hours, 7 days	24 hours, 7 days	No change

Table 3: Superlots Development Schedule

	Superlot A		Superlot B		Superlot C	
	Approved	Proposed⁴	Approved	Proposed⁵	Approved	Proposed
Areas (m ²)						
- Site Area	176,353	176,353	146,509	145,524	107,714	121,455
- Warehouse Area	96,700	100,716	77,615	77,050	46,550	52,922
- Office/Café Area	6,500 (6%)	6,394 (6%)	9,000 (10%)	9,710 (11%)	5,400 (10%)	5,080 (9%)
- Total Building Area	103,200	107,110	86,615	86,760	51,950	58,002
- Awning Area	6,700	4,969	3,400	6,638	2,775	5,107
- Hardstand Area	49,985	50,160	41,225	53,586	33,040	42,175
- Landscaping Area	24,340 (14%)	25,187 (14%)	20,660 (14%)	17,394 (12% ³)	22,785 (21%)	17,050 (14%)
Site Cover (inc. awning)	62%	64%	61%	61%	51%	52%
Floor Space Ratio	58%	61%	59%	59%	48%	48%
No. Office Levels	1-2	1-2	1-2	1-2	1-2	1-2
Building Height (m)	Up to 40	Up to 40	Up to 25	Up to 25	Up to 15	Up to 15
Car Parking Sp. Required ²	486	496	484	501	294	310
Car Parking Sp. Provided	508	540	531	627	364	488

Notes to Tables 2 and 3:

- 1 The differences in areas are due to the revised layout to Superlot C, as well as approved developments on Superlots A and B (as detailed in Table 3).
- 2 Based on the car parking rates in the Greystanes SEL Urban Design Plan, namely 1 space per 300m² of warehouse floor space, 1 space per 40m² of office floor space and 1 space per 20m² of retail floor space.
- 3 Stormwater management planning for the Greystanes SEL is based on 14% landscaping (or other permeable) surface, and 86% impervious surface. The landscaping area for Superlot B does not meet this landscaping percentage, however additional stormwater infiltration and reuse measures have been incorporated into Superlot B to reduce the effective impervious area to 86% (see additional information provided on the approved Symbion Health Facility for detail).
- 4 These changes reflect the approved DEXUS Estate Data Centre in Superlot A. The proposal does not involve any change to Superlot A, apart from updating the masterplan to reflect the approved data centre



- (which has required a small reduction in the size of Building 2), and a small change to office areas for Buildings 1 and 2.
- 5 These changes have already been approved through the approval of individual buildings in Superlot B. The proposal does not involve any change to Superlot B, apart from updating the masterplan to reflect the approved buildings.

Proposed Changes to Approval Instrument

It is considered that the proposed modification would require relatively minor amendments to the project approval instrument, including amendments to:

- *Condition 2 of schedule 2 – Terms of Approval:* to update the approved drawings and EA documentation;
- *Condition 1 of schedule 3 – Subdivision:* to update the identified subdivision plan (to MP08.06 Rev. G);
- *Condition 2(b) of schedule 3 – Architectural Design:* to include reference to the 'EA as modified' (alternatively include reference to modifications in the definition of 'EA' in Schedule 1);
- *Appendix 1 – Site Plan:* to update the site plan (to MP08.01 Rev. G); and
- *Appendix 2 – Subdivision Plan:* to update the subdivision plan (to MP08.06 Rev. G).

4 Planning Context

Environmental Planning and Assessment Act 1979

The original project approval for the DEXUS Estate project was approved by the then Minister for Planning under Part 3A of the EP&A Act. Although Part 3A of the Act has now been repealed, modifications to approved projects continue to be assessed and determined under Section 75W of Part 3A, in accordance with the transitional provisions of the Act.

The former Section 75W of the Act allows the Minister to modify a project approval granted under Part 3A of the Act.

It is considered that the proposal represents a minor modification of the project as approved, as it:

- does not affect the approved use for the estate (ie. warehousing and distribution, with one manufacturing facility), apart from the proposed small ancillary estate manager's office and café;
- remains consistent with the IN2 Light Industrial zoning of the site under *State Environmental Planning Policy (Major Development) 2005* (Nb. The proposed café, as development for the purpose of a take away food and drink premises, is permissible with consent in the IN2 zone);
- does not significantly affect the key aspects of the masterplan, including the broad superlot layout, the estate development schedule, the 3 key intersections with Reconciliation Drive and the key internal road network (ie. the ring road formed by Basalt Drive and the northern part of Bellevue Circuit); and
- would not result in any significant change to the environmental effects of the project (see Section 5).

Environmental Planning Instruments

Given the minor nature of the proposed modification, the proposal is considered able to be undertaken in a manner that is consistent with applicable environmental planning instruments. Consideration of applicable instruments (and instruments that would be applicable but for the provisions of Part 3A) is presented in the following table.



Table 4: Consideration of Environmental Planning Instruments

Instrument	Consideration
<i>SEPP (Major Development) 2005</i>	<p>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.</p> <p>The objectives of the zone include:</p> <ul style="list-style-type: none"> (a) <i>to provide a wide range of light industrial, warehouse and related land uses,</i> (b) <i>to encourage employment opportunities,</i> (c) <i>to minimise any adverse effect of industry on other land uses,</i> (d) <i>to enable other land uses that provide facilities or services to meet the day to day needs of workers in the area,</i> (e) <i>to facilitate employment-generating development for a wide range of purposes, including light industry, technology-based industry, manufacturing, warehousing, storage and research.</i> <p>Under the SEPP's development control table, development for the purposes of light industry, warehouse and distribution centres, and take away food and drink premises are permissible with consent.</p> <p>It is considered that the proposal is consistent with the objectives of the IN2 zone. Further, the proposal does not change the project's consistency with the development standards for the Greystanes SEL as detailed in the SEPP. As detailed in the original Environmental Assessment for the DEXUS Estate project, the project is consistent with all of the development standards, with the exception of building height (clause 13). It is noted that the proposed modification does not involve any change to the building heights already approved under the project approval (see further discussion below).</p>
<i>SEPP (Infrastructure) 2007</i>	<p><i>SEPP (Infrastructure) 2007</i> aims to facilitate the effective delivery of infrastructure across the State.</p> <p>Clause 104 of the SEPP applies to traffic generating development and ensures that the RTA is given the opportunity to make representations on certain traffic generating development applications before a consent authority makes a determination on the proposal.</p> <p>The project meets the thresholds in schedule 3 of the SEPP (as industry with an area of over 20,000m²), and is therefore considered to be traffic generating development for the purposes of the SEPP. Consequently, the application will need to be referred to the RTA for comment.</p> <p>DEXUS has consulted with the RTA during preparation of the proposed modification, and undertaken a review of the original traffic assessment for the estate. The review indicates that the proposed modification is unlikely to result in any significant traffic impacts (see Section 5 for detail).</p>
<i>SEPP 33 – Hazardous and Offensive Development</i>	<p>SEPP 33 provides definitions for hazardous and offensive industry to enable decisions on developments to be made on the basis of merit, rather than on industry type per se.</p> <p>The proposed modification does not alter the storage or handling of dangerous goods (ie. hazards) associated with the project, or significantly alter the environmental emissions (ie. offensiveness) associated with the project.</p>



<i>Instrument</i>	<i>Consideration</i>
	It is noted that condition 27 of schedule 3 of the project approval requires DEXUS to undertake a Preliminary Hazard Analysis and other hazards studies (if required) prior to commencement of construction of any building involving the storage of significant quantities of hazardous materials or dangerous goods.
<i>SEPP 55 – Remediation of Land</i>	<p>SEPP 55 aims to provide for a statewide planning approach to the remediation of contaminated land, and in particular, to promote the remediation of contaminated land for the purpose of reducing risk of harm to human health or any other aspect of the environment.</p> <p>Clause 7 of the SEPP requires a consent authority to consider whether the land to which a proposal is contaminated, and if the land is contaminated, to be satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation), prior to granting consent.</p> <p>The proposed modification does not involve any change to the approved project disturbance area, or affect any known contaminated land. It is noted that condition 18 of schedule 3 of the project approval requires DEXUS to submit a Site Audit Statement prior to the construction of each building, certifying that the relevant part of the site is suitable for the intended land use (see Section 5 for further detail).</p>
<i>SEPP 64 – Advertising and Signage</i>	<p>SEPP 64 aims to ensure that any signage associated with a development, including any advertisement, that is visible from a public place is compatible with the desired amenity and visual character of an area, is suitably located and is of a high quality and finish.</p> <p>The proposed modification does not involve any changes to broad signage for the estate, however the location of signage for individual facilities would be amended with the proposed changes to layout of the estate.</p> <p>It is noted that condition 5 of schedule 3 of the project approval requires DEXUS to prepare and implement an Estate Signage Strategy for the estate. The Department approved the signage strategy on 17 November 2010.</p>

Greystanes SEL Concept Plan and Urban Design Plan

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

In summary, it is considered that the project as modified remains generally consistent with the concept plan. The only departures from the development standards in the concept plan and UDP remain similar to those departures identified for the approved project, which include:

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

The proposed modification does not involve any change to the approved building heights. In this regard it is noted that the approval allows buildings up to 40 metres high in defined areas of the site, whilst the concept plan development standards are based on a maximum height of 15 metres.

Further, the proposed modification does not involve any change to the approved non-compliances with the building setbacks. In this regard it is noted that the approved project



allows a minor encroachment into the 15 metre Reconciliation Drive setback at the northern end of Superlot A (caused by the curvature of the road in this area), as well as a reduced setback of 3 metres to Bellevue Circuit at the rear (ie. eastern side) of the site, adjacent the quarry walls.

5 Environmental Issues

Consideration of the environmental effects of the proposed modification is presented in the following table.

In summary, it is considered that the proposal would not result in any significant change to the environmental effects of the project as approved.

Table 5: Consideration of Environmental Effects

Issue	Consideration
<i>Design and Visual</i>	<p>It is considered that the proposed modifications to the layout of the masterplan would not result in any adverse impacts on the design quality of the project or visual amenity of the locality. The revised masterplan retains the same architectural design theme as the approved masterplan.</p> <p>The revised masterplan has a slightly higher gross floor area (GFA) and site cover than the approved masterplan (see Tables 2 and 3), though this increase is not considered significant and remains comparable to the original project. It is noted that a significant portion of the increase in GFA is related to the approved 3-level DEXUS Estate Data Centre in Superlot A, as indicated in Table 3.</p> <p>With regard to Superlots A and B, the proposed modification does not involve any changes over and above those already approved as part of the approval of individual facilities in these precincts.</p> <p>The proposal does involve changes to the building layouts in Superlot C. Although the proposed buildings are generally larger than those shown on the approved masterplan, it is considered that the change would not result in any adverse visual impacts, and indeed would generally improve the visual amenity of the estate, as:</p> <ul style="list-style-type: none">• the proposed buildings generally have a greater setback to Reconciliation Drive than the approved buildings, which would assist in providing visual relief and reducing the scale and bulk of the facilities when viewed from this road;• the proposed buildings present to Reconciliation Drive in a better manner than the approved buildings, with offices generally located on the Reconciliation Drive frontage. This assists in reducing the scale and bulk of the warehouse facilities, and improves the streetscape along this important arterial road. The approved buildings tended to back onto Reconciliation Drive; and• the loading areas have been largely 'internalised', with views generally shielded from public areas. <p>The proposed addition of the ancillary estate manager's office and café would also assist in improving the amenity of Superlot C, as well as providing visual relief from the predominantly industrial setting.</p> <p>The proposed deletion of the southern section of Bellevue Circuit is not expected to result in any significant visual or urban design impacts, given that this section of roadway is internal to the estate and does not provide through access for any other land users. The retention of the distinctive loop created by Basalt Drive and the northern part of Bellevue Circuit would create a logical and simple internal road</p>



<i>Issue</i>	<i>Consideration</i>
	<p>network, and maintain the views to the visually striking and dramatic quarry walls. The proposed revised masterplan maintains the three intersections to Reconciliation Drive, which assists in breaking up the estate.</p> <p>As required under the project approval, DEXUS will prepare detailed architectural design plans and detailed landscape plans for each facility, in consultation with Council and to the satisfaction of the Department of Planning and Infrastructure, prior to the commencement of construction of each facility.</p>
<i>Soil and Water</i>	<p><i>Erosion and Sedimentation</i></p> <p>The proposed modification does not involve any change to the approved disturbance area of the project, and as such would not change the erosion and sedimentation risks.</p> <p>As required under the project approved, DEXUS will prepare detailed Erosion and Sediment Control Plans for all works involving ground disturbance to the satisfaction of the Department of Planning and Infrastructure, prior to the commencement of construction of each facility/work.</p> <p><i>Site Contamination</i></p> <p>The proposed modification does not involve any change to the approved disturbance area of the project, and as such does not change the risks associated with potential site contamination.</p> <p>As required under the project approval, DEXUS is required to provide a Site Audit Statement to the Department certifying that the relevant part of the site is suitable for commercial/industrial development, prior to construction of the relevant facility. It is noted that DEXUS has now obtained Site Audit Statements certifying that the entire DEXUS Estate is not contaminated and is suitable for the proposed industrial/commercial land use. These statements have and/or will be provided prior to the construction of each facility, in accordance with the approval.</p> <p><i>Groundwater Management</i></p> <p>The proposal does not involve any change to excavation or site levels associated with the approved project, or any significant change to the impervious areas assumed in estate planning (see below). Accordingly, the proposal is not expected to result in any change to groundwater flows or quality, or affect the operation of the Groundwater Management Strategy for the Greystanes SEL.</p> <p>This Groundwater Management Strategy details measures to drain and treat groundwater from the base of the quarry, as the former Prospect Quarry intercepts the groundwater table. The strategy forms part of the concept plan approval, and the construction of the groundwater management infrastructure has been approved as part of Boral's Greystanes SEL project approval (refer to the Environmental Assessment for the original project for further information).</p> <p><i>Stormwater Management</i></p> <p>As detailed in the Environmental Assessment for the approved project, the Greystanes SEL concept plan provides for a detailed Stormwater Management Strategy for the employment lands. The plan was 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 includes:</p> <ul style="list-style-type: none"> • on-site treatment (business park and retail areas only – ie. not in the DEXUS Estate); • gross pollutant traps in lots; • stormwater drains/pipes in the internal road network;



<i>Issue</i>	<i>Consideration</i>
	<ul style="list-style-type: none"> • vegetated open bio-filtration channels around the perimeter of the estate; and • a precinct detention basin at Widemere East, along with a 5 megalitre harvesting dam. <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 Boral's Greystanes SEL project approval. The Stormwater Maintenance Plan includes a stormwater monitoring program for the estate.</p> <p>A review of the proposed modification to the masterplan has been prepared by Costin Roe Consulting, and is attached as Appendix D.</p> <p>The review notes that the original Stormwater Management Strategy – including on-site detention and water quality systems – is based on an impervious site cover of 86%, therefore requiring an area of 14% for landscaping or other pervious surface (eg. permeable paving).</p> <p>The revised Superlot C masterplan has been designed to comply with this ratio of impervious surface to landscape/pervious area. The review notes that the majority of the landscape area would be provided along the Basalt Road and Reconciliation Drive frontages.</p> <p>As required under the project approval, DEXUS will prepare a detailed Stormwater Management Plan for each facility, in consultation with Council and to the satisfaction of the Department of Planning and Infrastructure, prior to the commencement of construction of each facility.</p>
<i>Noise</i>	<p>As detailed in the original Environmental Assessment for the DEXUS Estate project, a Noise Management Strategy for the development of the Greystanes SEL 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. Based on a total of 15 heavy industries throughout the estate, each with 8 pieces of internal noisy equipment generating between 98dBA and 114dBA each, the assessment found that the worst case noise levels at the residential area to the east (ie. Nelsons Ridge) would be 32dB(A) LAeq during calm conditions and 37dB(A) LAeq during temperature inversion conditions.</p> <p>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</p>



<i>Issue</i>	<i>Consideration</i>
	<p>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 proposed warehouse and distribution facilities are considerably less noisy than the equipment modelled by Heggies, and that the proposed modification does not involve any significant change to the overall layout of the DEXUS Estate, it is considered that the proposal would not result in any noise impacts and that the project as modified would continue to comply with the noise criteria in the project approval.</p>
<i>Air Quality</i>	<p>The proposed modification does not involve any significant change to air emissions associated with the approved project.</p> <p>As required under the project approval, DEXUS is required to implement all reasonable and feasible measures to minimise and manage dust emissions associated with the project.</p>
<i>Flora and Fauna</i>	The proposed modification does not involve any changes to the approved disturbance area of the site, which is a former quarry with negligible vegetation or habitat value.
<i>Heritage</i>	The proposed modification does not involve any changes to the approved disturbance area of the site, or significant changes to the broad estate layout, and would not adversely impact any identified heritage sites.
<i>Traffic and Parking</i>	<p>A traffic review of the proposed modification has been prepared by specialist traffic consultants Colston Budd Hunt & Kafes, and is attached as Appendix E.</p> <p>The review was informed by consultation with both Holroyd Council and Roads and Maritime Services (RMS), including a meeting with Council on 23 November 2011 and a meeting with RMS (which was attended by Council's traffic engineer) on 24 November 2011.</p> <p><i>Traffic Generation and Road Network</i></p> <p>The traffic review notes that the revised masterplan would generate some 1,500 to 1,700 vehicles per hour two-way (ie. in + out) during the morning and afternoon peak periods. By way of comparison, the traffic assessment for the Greystanes SEL concept plan (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 traffic generation of some 2,700 to 2,800 vehicles per hour two-way for the DEXUS Estate.</p> <p>Accordingly, the DEXUS Estate as proposed would generate considerably less traffic during peak periods than was previously assessed by SKM, and hence the road network would be able to cater for the proposed modification.</p> <p><i>Intersection Performance</i></p> <p>The traffic review includes (SIDRA) modelling of the performance of the DEXUS Estate's 3 signalised intersections with Reconciliation Drive, based on the proposed masterplan. The analysis found that the proposed signalised intersections would operate at levels of service C or better during the morning and afternoon peak periods in 2016. Average delays per vehicle were found to be less than 42 seconds per vehicle during peak periods. This represents a level of service C, a satisfactory level of service.</p> <p><i>Superlot C Basalt Road Driveway Performance</i></p> <p>In addition to the SIDRA analysis for the signalised intersections on Reconciliation Drive, Council and the RMS requested an assessment of the proposed shared access</p>



<i>Issue</i>	<i>Consideration</i>
	<p>driveway to Lots 9, 10 and 11 onto Basalt Road.</p> <p>This request follows a concern raised by Council during pre-application consultation about the proposed breaks in the median on Basalt Road. In this regard, it is noted that the approved masterplan includes breaks in the Basalt Road median, however during subsequent development of the estate Council has expressed a desire that these breaks be minimised or removed altogether. DEXUS notes that the removal of the breaks would adversely affect access to the lots south of Basalt Road.</p> <p>The SIDRA analysis found that the access driveway would operate with average delays of less than 10 seconds per vehicle during the morning and afternoon peak periods. This represents a level of service A, a good level of service. In regards to vehicle queue distances at the access driveway, the analysis found a 95% back of queue for the right turn movement into the driveway of less than one vehicle during peak periods. This represents a good level of operation.</p> <p>Accordingly, it is considered that the proposed breaks in the median would not result in any adverse traffic impacts, and would ensure efficient access within the DEXUS Estate.</p> <p><i>Access and Circulation</i></p> <p>The traffic review notes that the internal road network within the estate has been designed to accommodate industrial traffic, including b-doubles, and that all access arrangements would be designed in accordance with Australian Standards for off-street car parking facilities (AS2890.1-2004) and off-street commercial vehicle facilities (AS2890.2-2002).</p> <p>To review internal access in more detail for Superlot C, a review of the proposed access and internal design for the superlot has been undertaken by specialist traffic consultants Traffix, and is attached as Appendix F.</p> <p>The review informed the design of the revised layout for Superlot C, and includes swept path analysis demonstrating that the proposed precinct has been designed in accordance with AS 2890.</p> <p><i>Car Parking</i></p> <p>The proposed modification has been designed to comply with the applicable car parking rates in the Greystanes SEL Urban Design Plan (UDP). As indicated in Table 3, proposed parking supply for each precinct comfortably meets the minimum required under the UDP. Parking supply for each of the proposed buildings in Superlot C is shown in Table 5A below.</p> <p>Disabled parking spaces have been designed and would be provided in accordance with AS 2890.6 (2009).</p> <p><i>Pedestrian and Bicycle Facilities</i></p> <p>The proposed modification would not involve any significant change to pedestrian and bicycle facilities, apart from the removal of the southern portion of Bellevue Circuit which would also remove the proposed footpath along this section of road. This loss is not considered to present a significant access constraint given the existing constructed and/or proposed alternative accesses, including the shared cycle/footpath on the eastern side of Reconciliation Drive, and footpaths on both sides of Basalt Road. It is noted that maintenance access to the swale to the east of the DEXUS Estate Superlot C would continue to be available via the retained section of Bellevue Circuit, or</p>



Issue	Consideration																																																												
	internally via Superlot C (if necessary).																																																												
	As required under the project approval, prior to operation of each building, DEXUS will provide relevant pedestrian and bicycle access on the internal roads in accordance with the SEL concept plan and UDP, and provide suitable parking for bicycles and associated facilities.																																																												
	Table 5A: Superlot C Car Parking Compliance																																																												
	<table><tr><th></th><th>GFA (m²)</th><th>Required Parking Spaces¹</th><th>Proposed Parking Spaces</th></tr><tr><td colspan="4">Warehouse 8</td></tr><tr><td>Warehouse</td><td>5,057</td><td rowspan="2">27</td><td rowspan="2">33</td></tr><tr><td>Office</td><td>380</td></tr><tr><td colspan="4">Warehouse 9</td></tr><tr><td>Warehouse</td><td>16,500</td><td rowspan="2">93</td><td rowspan="2">190</td></tr><tr><td>Office</td><td>1,500</td></tr><tr><td colspan="4">Warehouse 10</td></tr><tr><td>Warehouse</td><td>16,500</td><td rowspan="2">93</td><td rowspan="2">162</td></tr><tr><td>Office</td><td>1,500</td></tr><tr><td colspan="4">Warehouse 11</td></tr><tr><td>Warehouse</td><td>13,065</td><td rowspan="2">71</td><td rowspan="2">72</td></tr><tr><td>Office</td><td>1,100</td></tr><tr><td colspan="4">Warehouse 12</td></tr><tr><td>Warehouse</td><td>1,800</td><td rowspan="3">25</td><td rowspan="3">31</td></tr><tr><td>Office</td><td>450</td></tr><tr><td>Café</td><td>150</td></tr><tr><td>Total</td><td></td><td>309</td><td>488</td></tr></table>		GFA (m ²)	Required Parking Spaces ¹	Proposed Parking Spaces	Warehouse 8				Warehouse	5,057	27	33	Office	380	Warehouse 9				Warehouse	16,500	93	190	Office	1,500	Warehouse 10				Warehouse	16,500	93	162	Office	1,500	Warehouse 11				Warehouse	13,065	71	72	Office	1,100	Warehouse 12				Warehouse	1,800	25	31	Office	450	Café	150	Total		309	488
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	1 Based on 1 per 300m ² for warehouse space, 1 per 40m ² for office space and 1 per 20m ² for retail space.																																																												
Greenhouse Gas (GHG) and Energy Efficiency	<p>An update of the original Energy and Greenhouse Gas Assessment undertaken for the DEXUS Estate project has been prepared by consulting engineers Norman Disney & Young, and is attached as Appendix G. The update report includes consideration of the proposed changes to Superlot C, as well as the approved warehouse facilities in Superlots A and B, and includes consideration of the main greenhouse gas sources associated with the project, including emissions from:</p> <ul style="list-style-type: none">• warehouses;• offices;• car park lighting; and• transport. <p>The review estimates that the project as modified would generate approximately 18,812 tonnes of CO₂ equivalent a year based on adoption of the energy savings measures in the Greystanes SEL Urban Design Plan, which is marginally above the 18,315 tonnes of CO₂ equivalent a year estimated for the approved project.</p> <p>It is considered that this increase is minor (ie. less than 3%), and that the proposed modification would remain consistent with the approved project in terms of energy efficiency.</p> <p>As required under the project approval, DEXUS will prepare a detailed Energy Management Plan for each facility to the satisfaction of the Department of Planning and Infrastructure, prior to the commencement of construction of each facility.</p>																																																												



Issue	Consideration
<i>Hazards</i>	<p>The proposed modification does not alter the storage or handling of dangerous goods associated with the approved project.</p> <p>As required under the project approval, DEXUS will undertake a Preliminary Hazard Analysis and other hazards studies (if required) prior to commencement of construction of any building involving the storage of significant quantities of hazardous materials or dangerous goods.</p>
<i>Waste</i>	<p>The proposed modification does not alter the generation or management of wastes associated with the approved project.</p> <p>As required under the project approval, DEXUS will carry out the project in accordance with the project's approved Waste Management Plan (titled <i>Waste Management Plan for DEXUS Estate Industrial Park Project - Generic Warehouse</i>), and prepare specific Waste Management Plans prior to the operation of each facility.</p>
<i>Utilities and Services</i>	<p>The proposal would not affect the capacity of utilities and services associated with the approved project.</p>

6 Conclusion

It is considered that the proposal represents a minor modification of the project as approved.

Having regard to all the salient environmental, social and economic issues, it is considered that the proposed modification represents continued orderly use of the land. It is respectfully requested that the Minister for Planning and Infrastructure (or his delegate), having due regard for the information submitted in this document, grant approval to the proposed modification.

Should you have any enquiries in relation to this matter, please do not hesitate to contact me on 0400 392 861.

Yours faithfully,

PJEP – Environmental Planning

Phil Jones

Principal Environmental Planner

Cc: DEXUS, Hansen Yuncken
Attachments: Appendix A Revised Architectural Design Plans
Appendix B Revised Landscape Masterplan
Appendix C Greystanes SEL Concept Plan Consideration
Appendix D Estate Stormwater Management Strategy Review
Appendix E Estate Traffic Review
Appendix F Superlot C Access and Internal Design Assessment
Appendix G Estate Energy and Greenhouse Gas Review



APPENDIX A



APPENDIX B



APPENDIX C



APPENDIX D



APPENDIX E



APPENDIX F



APPENDIX G