



Greystanes SEL Concept Plan Consideration

Consideration of the proposed modification against the Greystanes SEL concept plan – including the concept plan approval as modified (MP 06_0181) and the concept plan's Urban Design Plan – is provided in the following tables.

Table C.1: Greystanes SEL Concept Plan Approval Compliance

No.	Clause	Project As Approved		Project As Proposed	
		Complies (Yes or No)	Comments / EA Reference	Complies (Yes or No)	Comments / EA Reference
1	Development Description				
(a)	Subdivision of the site into industrial and business park precincts;	Yes	<ul style="list-style-type: none"> The project is consistent with (and forms part of) the industrial precinct as defined in the concept plan. 	Yes	<ul style="list-style-type: none"> No change.
(b)	A maximum gross floor area (GFA) of 493,215m ² across the industrial and business park precincts;	Yes	<ul style="list-style-type: none"> The project has a maximum GFA of 241,765m² (and the alternatives had a maximum GFA of 263,832m²), which is less than that originally assumed for the site. 	Yes	<ul style="list-style-type: none"> The proposal has a maximum GFA of 251,872m², which remains less than that originally assumed for the site.
(c)	The following maximum GFA for each broad land use:	N/A	<ul style="list-style-type: none"> The project does not involve development in the business park precinct of the concept plan 	N/A	<ul style="list-style-type: none"> No change.
	(i) A maximum of 97,500m ² shall be developed for business park uses.				
	(ii) A maximum of 6,500m ² shall be developed for the purposes of service retail uses	N/A	<ul style="list-style-type: none"> The project does not involve development in the service retail area of the concept plan 	N/A	<ul style="list-style-type: none"> The proposal does not involve development in the service retail area of the concept plan (and involves only a minor 'service' café component of 150m²)
	(iii) A maximum of 5,000m ² shall be developed for the purposes of hotel accommodation on Lot 75.	N/A	<ul style="list-style-type: none"> The project does not involve development on the hotel site as identified in the concept plan 	N/A	<ul style="list-style-type: none"> No change.



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(d)	Despite the above, the total maximum floor space ration (FSR) shall not exceed:	Yes	<ul style="list-style-type: none"> The project has a FSR of 0.51:1 (and the alternatives had a maximum FSR of 0.56:1). 	Yes	<ul style="list-style-type: none"> The proposed revised masterplan has a FSR of 0.57:1.
	(i) 0.75:1 for development within the industrial precinct; and				
	(ii) 1:1 for development for the purposes of hotel accommodation on Lot 75.	N/A	<ul style="list-style-type: none"> The project does not involve development on the hotel site as identified in the concept plan 	N/A	<ul style="list-style-type: none"> No change.
(e)	Conceptual road design.	Yes	<ul style="list-style-type: none"> The proposed road layout is generally consistent with the concept plan, maintaining the 3 key intersections with Reconciliation Drive. As noted for the approved project, the internal road layout is slightly different to that shown in the concept plan, although it provides a similar function. 	Yes	<ul style="list-style-type: none"> The proposed road layout remains generally consistent with the concept plan, maintaining the 3 key intersections with Reconciliation Drive. As with the approved project, the internal road layout is slightly different to that shown in the concept plan, although it provides a similar function.
(f)	Urban design, maximum height, landscape, open space and heritage design concepts outlined in “ <i>Greystanes Estate Southern Employment Lands Urban Design Plan</i> ” prepared by Turner Hughes Architects and dated September 2006 must be amended within 3 months of this approval.	No	<ul style="list-style-type: none"> The project is generally consistent with the urban design, landscape, open space and heritage design concepts in the final Urban Design Plan (Issue J, July 2008) (see analysis in separate table below); However, the project seeks approval for building heights up to 25 metres and 40 metres, whereas the UDP states that building heights ‘should not exceed 15 metres; See Sections 4.3 and 6 of the EA. 	No	<ul style="list-style-type: none"> The proposal remains generally consistent with the UDP (see analysis in separate table below); The proposal does not involve any change to approved building heights.



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(g)	Provision of car parking for the proposed office, retail, industrial and warehouse uses in accordance with the following rates: <ul style="list-style-type: none"> Office 1/40m² Retail 1/20m² Industrial 1/77m² Warehouse 1/300m² 	Yes	<ul style="list-style-type: none"> The project has been designed to comply with the applicable car parking rates for all lots. 	Yes	<ul style="list-style-type: none"> The proposal has been designed to comply with the applicable car parking rates for all lots (Nb. The DEXUS Estate Data Centre Facility and Solaris Paper Facility have been approved with parking rates below the required parking rates under the concept plan, in accordance with proposed staffing levels).
(h)	Improved amenities and services which may include a mix of financial contributions and works in kind towards roads and community facilities (including provision of child care facilities) and dedication of certain infrastructure and facilities (as outlined in Statement of Commitment Nos. 21-24, Statement of Commitment Nos. 27-28 and Statement of Commitment No. 30).	N/A	<ul style="list-style-type: none"> The development contributions for the Greystanes SEL have been resolved by Boral as part of the concept plan approval; See Section 4.4 of the EA. 	N/A	<ul style="list-style-type: none"> No change.



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		<i>Complies (Yes or No)</i>	<i>Comments / EA Reference</i>	<i>Complies (Yes or No)</i>	<i>Comments / EA Reference</i>
(i)	Staging in accordance with Staging Plan 108-SK60F dated 12 October 2007 prepared by Turner Hughes Architects.	Yes	<ul style="list-style-type: none"> Staging would follow the approved staging plan, which defines the staged release of the site from Boral to DEXUS (for stages 1-4); Following the release of stages 1-4 (which includes infrastructure provision), DEXUS proposes to develop the site in a flexible manner in accordance with market demand; See Section 3.10 of the EA. 	Yes	<ul style="list-style-type: none"> No change.
2	<i>Development in Accordance with Approved Plans and Documentation</i>				
	The development shall generally be in accordance with the: <ul style="list-style-type: none"> Environmental Assessment; Preferred Project Report, and the Statement of Commitments; and Urban Design Plan (as amended), except as otherwise provided by the conditions and Statement of Commitments. 	Yes	<ul style="list-style-type: none"> The project is consistent with the approved plans and documentation, except as identified in the following table below. 	Yes	<ul style="list-style-type: none"> No change.
3	<i>Inconsistency between Plans and Documentation</i>				
	The conditions of the approval prevail in the event of any inconsistency with the plans and documentation in Modification 2 above	N/A		N/A	<ul style="list-style-type: none"> No change.



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		Complies (Yes or No)	Comments / EA Reference	Complies (Yes or No)	Comments / EA Reference
4	<i>Lapsing of Consent</i>				
	Approval shall lapse unless an application under the concept plan is submitted within 5 years.	N/A		N/A	• No change.
6 <i>[sic]</i>	<i>Determination of Future Applications</i>				
	Determination for future applications for development to be generally consistent with the terms of approval for the concept plan	N/A		N/A	• No change.
7	<i>Business Park Precincts – Minimum Floor Plates</i>				
	Minimum floor plate of 3,000m ² within the business park precinct	N/A	• The project does not involve development in the business park precinct of the concept plan.	N/A	• No change.
8	<i>Industrial Precinct – Associated Office Space</i>				
	Within the industrial precinct: <ul style="list-style-type: none"> • a maximum of 50% of the GFA can be developed for associated office space where the site is within 400 metres of a bus stop; and • a maximum of 30% of the GFA can be developed for associated office space where the site is more than 400 metres from a bus stop. 	Yes	• The proposed masterplan has an ancillary office component of 9% of the GFA	Yes	• The proposed revised masterplan has an ancillary office component of 9% of the GFA



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		Complies (Yes or No)	Comments / EA Reference	Complies (Yes or No)	Comments / EA Reference
9	Hotel Accommodation				
	Requires additional analysis for development on the hotel site	N/A	<ul style="list-style-type: none"> The project does not involve development on the hotel site as identified in the concept plan 	N/A	<ul style="list-style-type: none"> No change.
10	Heritage – Site Interpretation Strategy				
	Requires the project site interpretation strategy to retain a selected number of industrial heritage items.	Yes	<ul style="list-style-type: none"> The project would be undertaken in a manner that it consistent with the site interpretation strategy 	Yes	<ul style="list-style-type: none"> No change.
11	Stormwater Management Plan				
	Requires the project Stormwater Maintenance Management Plan to be prepared in consultation with relevant agencies	Yes	<ul style="list-style-type: none"> The project would be undertaken in a manner that it consistent with the Stormwater Management Plans 	Yes	<ul style="list-style-type: none"> No change.
12	Groundwater Management Plan				
	Requires the project Groundwater Management Plan to be prepared in consultation with relevant agencies	Yes	<ul style="list-style-type: none"> The project would be undertaken in a manner that it consistent with the Groundwater Management Plan 	Yes	<ul style="list-style-type: none"> No change.
13	Ecologically Sustainable Design Principles				
	Requires the ESD principles in the UDP to be revised within 3 months of the approval.	Yes	<ul style="list-style-type: none"> The project has been designed in accordance with the ESD principles in the revised UDP 	Yes	<ul style="list-style-type: none"> No change.



Table C.2: Greystanes SEL Urban Design Plan Compliance

ID	Section / Development Control	Project As Approved		Project As Proposed	
		Complies (Yes or No)	Comments / EA Reference	Complies (Yes or No)	Comments / EA Reference
2	Concept				
2.1	Concept	Yes	<ul style="list-style-type: none"> The project is generally consistent with the concept, providing for a high standard industrial estate. However, the project provides for generally larger facilities than indicated in the concept plan, in line with the current market demand for industrial space. The project also involves a minor amendment to the internal road layout, although it maintains the 3 key intersections with Reconciliation Drive; See Section 4.3 of the EA. 	Yes	<ul style="list-style-type: none"> No change.
2.2	Aims & objectives	Yes	<ul style="list-style-type: none"> The project is consistent with the aims and objectives of the concept plan. 	Yes	<ul style="list-style-type: none"> No change.
2.3	Site Analysis	N/A	<ul style="list-style-type: none"> N/A 	N/A	<ul style="list-style-type: none"> N/A
3	Urban Design Principals				
3.1	Character	Yes	<ul style="list-style-type: none"> The project is consistent with the desired character for the Greystanes SEL. The warehouses are somewhat larger and less dense than that envisaged in the concept plan, in line with the market demand for industrial facilities in western Sydney. 	Yes	<ul style="list-style-type: none"> No change.
3.2	Land Uses	Yes	<ul style="list-style-type: none"> The project is consistent with the proposed landuses in the concept plan (warehousing and distribution). The ancillary office component complies with the development standards. The lot sizes are somewhat larger than envisaged in the concept plan, in line with the market demand for industrial facilities in western Sydney. 	Yes	<ul style="list-style-type: none"> No change, apart from addition of small estate manager's office and café (which is permissible in the IN2 zone).



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		<i>Complies (Yes or No)</i>	<i>Comments / EA Reference</i>	<i>Complies (Yes or No)</i>	<i>Comments / EA Reference</i>
3.3	Transport Infrastructure Overview	Yes	<p><i>Roads</i></p> <ul style="list-style-type: none"> The project road layout is consistent with 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. <p><i>Transitway</i></p> <ul style="list-style-type: none"> The project does not affect the layout or function of the transitway. <p><i>Pedestrian Network</i></p> <ul style="list-style-type: none"> The project includes pedestrian facilities consistent with the concept plan. <p><i>Bicycle Network</i></p> <ul style="list-style-type: none"> The project does not affect the layout or function of the cycleway in the transitway corridor. 	Yes	<p><i>Roads</i></p> <ul style="list-style-type: none"> The proposed road layout maintains the 3 key intersections with Reconciliation Drive. As with the approved project, the internal road layout is slightly different to that shown in the concept plan, although it provides a similar function. <p><i>Transitway</i></p> <ul style="list-style-type: none"> No change. <p><i>Pedestrian Network</i></p> <ul style="list-style-type: none"> No change (apart from removal of southern portion of Bellevue Circuit and associated footpath). <p><i>Bicycle Network</i></p> <ul style="list-style-type: none"> No change.
3.4	Subdivision	Yes	<ul style="list-style-type: none"> The project is generally consistent with the subdivision plan in the concept plan, however the lot sizes are larger than shown in the concept plan (the concept plan acknowledged that its subdivision layout provides for flexibility and consolidation to meet the needs of end-users); See Section 4.3 of the EA. 	Yes	<ul style="list-style-type: none"> No change (although the subdivision layout has been amended).



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3.5	Indicative Built Area	Yes	<ul style="list-style-type: none"> The project is consistent with the indicative built area in the concept plan (in terms of site cover, setbacks, etc.), however the project has a lower density than shown in the concept plan, in line with the market demand for industrial facilities in western Sydney; See Section 4.3 of the EA. 	Yes	<ul style="list-style-type: none"> No change (although the layout has been amended).
3.6	Streetscape	Yes	<ul style="list-style-type: none"> The project is generally consistent with the streetscape in the concept plan, however the east-west 'Basalt Road' road would be constructed within an expanded 23 metre corridor (ie. the 20 metre 'Section D – Local Road' of the concept plan plus a 3 metre landscaped median in the centre of the roads); The project road layout provides the opportunity to incorporate the quarry walls as a striking backdrop to the streetscape of the east-west internal roads. 	Yes	<ul style="list-style-type: none"> No change (although the road layout has been amended).
3.7	Stormwater Management Concept	Yes	<ul style="list-style-type: none"> The project is consistent with the stormwater management concept, with minor amendments to the layout of the internal pipe network in accordance with the revised internal road layout. 	Yes	<ul style="list-style-type: none"> No change.
3.8	Groundwater Management Concept	Yes	<ul style="list-style-type: none"> The project is consistent with the groundwater management concept. 	Yes	<ul style="list-style-type: none"> No change.
3.9	Services	Yes	<ul style="list-style-type: none"> The project is consistent with the servicing strategy in the concept plan, with minor amendments to the layout in accordance with the revised internal road layout. 	Yes	<ul style="list-style-type: none"> No change.



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4.0	General Site Controls				
4.0.2	Ecological Sustainable Development Principles	Yes	<ul style="list-style-type: none"> All ESD principles of the concept plan have been adopted for the project. 	Yes	<ul style="list-style-type: none"> No change.
4.0.3	Landscaping	Yes	<ul style="list-style-type: none"> The project landscape masterplan has been designed in a manner that is consistent with the UDP landscape concept plan; See Section 6.1 	Yes	<ul style="list-style-type: none"> No change (although layout has been amended).
4.0.4	External Materials and Colours	Yes	<ul style="list-style-type: none"> The proposed external materials and colours are consistent with the UDP See Section 3.4.3 and 6.1 	Yes	<ul style="list-style-type: none"> No change.
4.0.5	Access, Parking and Loading	Yes	<ul style="list-style-type: none"> The project has been designed in a manner that is consistent with the UDP, including parking rates, car park design, shade tree provision, loading facilities and separation of cars, trucks and pedestrians; See Section 3.5.1 	Yes	<ul style="list-style-type: none"> The project has been designed in a manner that is consistent with the UDP, including parking rates, car park design, shade tree provision, loading facilities and separation of cars, trucks and pedestrians (Nb. The DEXUS Estate Data Centre Facility and Solaris Paper Facility have been approved with parking rates below the required parking rates under the concept plan, in accordance with proposed staffing levels).
4.0.6	Bicycle Parking	Yes	<ul style="list-style-type: none"> The project includes bicycle facilities as per the UDP; See Section 6.2 	Yes	<ul style="list-style-type: none"> No change.
4.0.7	Safety and Security	Yes	<ul style="list-style-type: none"> The project has been designed in a manner that is consistent with the UDP; See Section 3.8 	Yes	<ul style="list-style-type: none"> No change.



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4.0.8	Lighting	Yes	<ul style="list-style-type: none"> The project has been designed in a manner that is consistent with the UDP; See Section 3.8 	Yes	<ul style="list-style-type: none"> No change.
4.0.9	Signage	Yes	<ul style="list-style-type: none"> The project has been designed in a manner that is consistent with the UDP. DEXUS has committed to developing a Signage Strategy for the project; See Section 3.9 	Yes	<ul style="list-style-type: none"> No change.
4.2	Precinct 2 – Industrial Development				
4.2.2	Objectives	Yes	<ul style="list-style-type: none"> The project is consistent with the objectives for the industrial precinct; See Section 3 	Yes	<ul style="list-style-type: none"> No change.
4.2.3	Development Siting Controls	No	<ul style="list-style-type: none"> The project proposes minor non-compliances with the front setback controls; See Section 4.3 	No	<ul style="list-style-type: none"> No change.
4.2.4	Built Form	No	<ul style="list-style-type: none"> Project FSR (51%) complies with the maximum allowable FSR (ie. 75%); Project site cover (54%) complies with the maximum allowable site cover (ie. 70%); Project height (up to 40m) exceeds to the maximum height (ie. 15m). See Section 4.3; Project ancillary office component (ie. 9% GFA) complies with the maximum office component (ie. 50% GFA within 400m of bus stop and 30% GFA more than 400m from bus stop 	No	<ul style="list-style-type: none"> Proposed FSR (57%) complies with the maximum allowable FSR (ie. 70%); Proposed site cover (61%) complies with the maximum allowable site cover (ie. 70%); The proposal does not involve any change to approved building height (ie. up to 40m); Proposal ancillary office component (ie. 9% GFA) complies with the maximum office component (ie. 50% GFA within 400m of bus stop and 30% GFA more than 400m from bus stop



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4.2.5	Fencing	Yes	<ul style="list-style-type: none"> The project has been designed in a manner that is consistent with the UDP. DEXUS has committed to developing a Fencing Strategy for the project; See Section 3.8 	Yes	<ul style="list-style-type: none"> No change.
4.2.6	Site Water Management	Yes	<ul style="list-style-type: none"> The project has been designed in a manner that is consistent with the stormwater and groundwater management strategies in the UDP; See Section 3.5.2 	Yes	<ul style="list-style-type: none"> No change.