



10 February 2012

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

Attn: Steve Czeref, Team Leader

Dear Heather,

DEXUS ESTATE INDUSTRIAL PARK PROJECT (MP 08_0259) MODIFICATION (MOD 2) – SUPERLOT C AMENDMENT – ADDITIONAL INFORMATION

I refer to the above application and Holroyd Council's (Council's) submission on the application dated 25 January 2012. A response to the issues raised in Council's letter is presented below. It is noted that the RMS also made a submission on the proposal (dated 25 January 2012), but did not raise any specific issues in relation to the proposal.

Traffic Comments

A detailed response to Council's traffic-related issues has been prepared by Colston Budd Hunt & Kafes (CBHK), and is attached as **Appendix A**. A summary of the issues raised by Council, CBHK's response, as well as additional commitments proposed by DEXUS to address the issues, is provided below.

a) The previous master plan showed all driveways on the southern side of Basalt Road offset from the driveways on the northern side of Basalt Road. In addition the "for construction" subdivision plan submitted to Council had the central median on Basalt Road continuous from Reconciliation Road to Bellevue Circuit.

To clarify, the approved masterplan for the DEXUS Estate has a number of breaks in the median strip on Basalt Road (see **Figure 1**). These breaks enable more efficient access into and out of the individual development lots, avoiding the need for extended and inefficient traffic movements within the estate to gain access to lots.

DEXUS acknowledges that the road has been constructed with a continuous median (see **Figure 2**), which followed detailed construction design planning with Council. DEXUS was of the understanding that the breaks would be re-incorporated into the median, based on the final lot layout for lots fronting the road, and accompanied by appropriate traffic assessment demonstrating the acceptability of the breaks on traffic grounds.

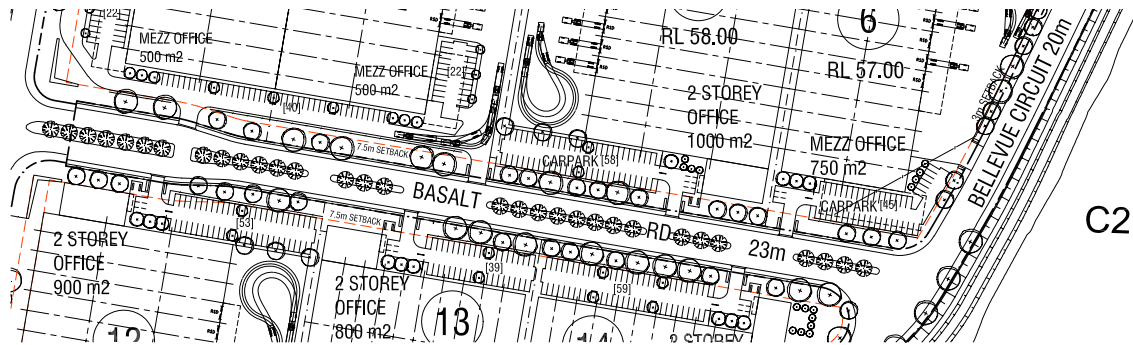


Figure 1: Basalt Road – As Approved (Source: Approved Plan MP08.05, Masterplan Lot B)



Figure 2: Basalt Road – As Built (Source: nearmap.com)

Council raised a number of concerns regarding the proposed breaks in the median strip on Basalt Road (see Council comments (b), (c) and (d) below).

To address this issue, DEXUS has amended the breaks in the median in Basalt Road by limiting the number of breaks to two, and strategically locating the breaks to avoid traffic conflicts. The breaks as originally proposed in the modification application (MOD 2) are shown on **Figure 3**, and the amended breaks are shown on **Figure 4**. The revised architectural plans are attached in **Appendix B**.

Notwithstanding the above, due to pressing construction deadlines for the UPS Facility (ie. Warehouse 8) and Warehouse 9, DEXUS agrees to leaving the median continuous as constructed in the interim. However, DEXUS proposes to reincorporate the breaks, to the satisfaction of Council, in conjunction with an application for approval of one of the residual warehouses in Superlot C (or alternatively via a separate approval under the *Roads Act 1993*). The location of any breaks would be supported by modelling demonstrating the acceptability of the breaks in terms of traffic operation and performance.

In this regard, CBHK notes that the proposed breaks in the median are in accordance with applicable Australian Standards (AS2890.1 and AS2890.2), and that the location and provision of the proposed median breaks are appropriate and would provide for convenient service vehicle access.

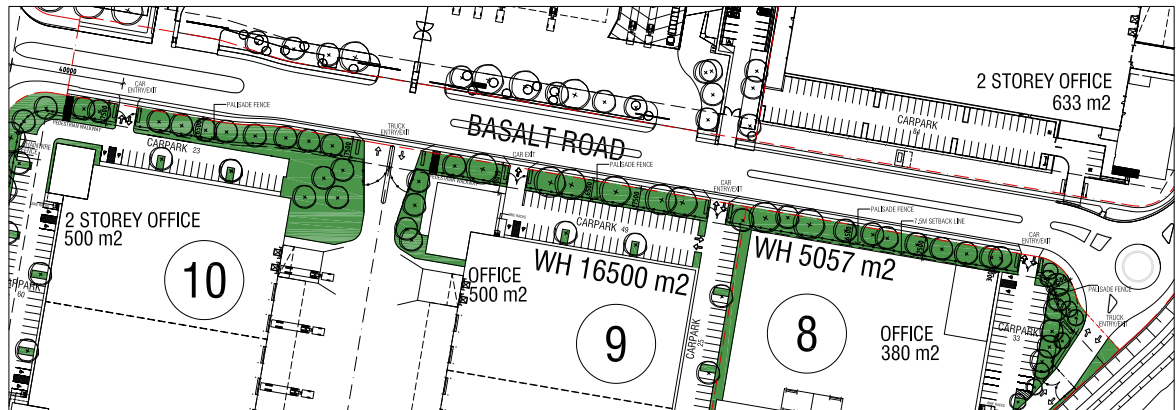


Figure 3: Basalt Road – As Originally Proposed in MOD 2 (Source: Plan MP.08.2 Rev. G)

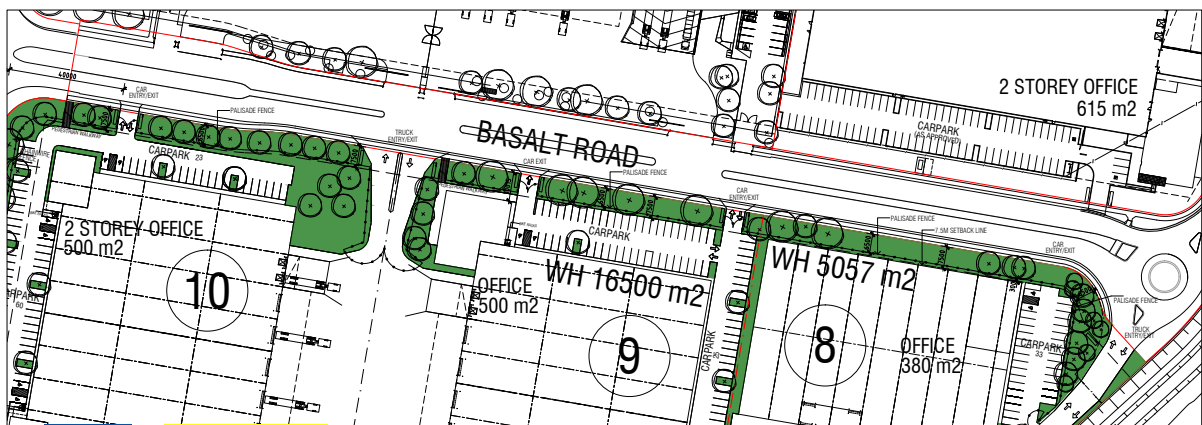


Figure 3: Basalt Road – As Amended (Source: Plan MP.08.2 Rev. H)

b) The central median on Basalt Road is proposed to have a break to allow right turn movements in and out of Lot 9, Lot 10 & Lot 11 loading dock driveway. In addition the loading dock driveway is proposed to be directly opposite the loading dock driveway for Lot 5 forming an intersection. This will cause a major right turn conflict point on Basalt Road. The traffic report used SIDRA Intersection to analyse the intersection. SIDRA is not suitable for modeling an intersection which is solely used for heavy vehicles. It is also noted that SIDRA does not model road safety impacts of intersections.

CBHK notes that the SIDRA intersection computer program is an appropriate and accepted traffic model to assess the operation of signalised intersections, unsignalised intersections (Give Way and Stop sign control) and roundabout controlled intersections, including intersections which are solely used by heavy vehicles. It is endorsed by the RMS's *Guide to Traffic Generating Developments* and AUSTROADS publications.

As outlined above, DEXUS has amended the breaks in the median in Basalt Road by limiting the number of breaks to two. The proposed breaks in the median provide right turn access to/from the loading dock area of Lots 9, 10 and 11 (located on the southern side of Basalt Road) and to/from the loading dock area of Lot 5 (located on the northern side of the road).



All other driveways including car park access driveways onto Basalt Road would be restricted to left in and left out.

However, as outlined above DEXUS agrees to leave the median continuous (as currently constructed) in the interim. The final location of the breaks will be addressed, to the satisfaction of Council, in conjunction with an application for approval of one of the residual warehouses in Superlot C.

c) The central median on Basalt Road is proposed to have a break to allow right turn movements in and out of Lot 9 car park driveway. In addition, the driveway will be opposite the car park driveway for Lot 5. This will cause another right turn conflict point on Basalt Road.

The design of the access driveways to Lot 5 and 9 car parks in Basalt Road has been amended with the central median across these driveways maintained. As such, access to Lot 5 and 9 car parks would be restricted to left in and left out.

d) The central median on Basalt Road is proposed to have a break to allow right turn movements in and out of Lot 8 car park driveway which will cause another right turn conflict point. It is also noted that the car park driveway for Lot 8 is less than 6 metres from the tangent point of the intersection of Bellevue Circuit/Basalt Road and therefore does not comply with AS2890.1-2004. The break on the median should be removed and the car park access for Lot 8 be from the Lot 8 Loading Dock driveway (ie. southern approach of the Basalt Road/Bellevue Circuit roundabout intersection).

To address Council's concerns, DEXUS has amended the design for access to Lot 8 by:

- maintaining the median in this location; and
- relocating the car park access driveway clear of the intersection of Bellevue Circuit/Basalt Road, with access to/from the Lot 8 Loading Dock driveway, in accordance with AS2890.1-2004 (see Plan MP.08.05 in **Appendix B**).

e) The impact of the subdivision on the proposed traffic signals along Reconciliation Drive requires RMS approval. Concern is raised regarding easement/public road dedication requirement at the southern signalised intersection (ie. near Lot 12). Concern is also raised regarding the operation of the signals when the gate is closed.

Based on consultation with RMS for the project (as outlined in the Environmental Assessment), DEXUS understands that the southern signalised intersection of Reconciliation Drive and Bellevue Circuit (adjacent to Lots 11 and 12) will incorporate a section of easement/public road dedication on the eastern approach to the intersection of some 15 to 20 metres.

To address Council's concerns regarding the operation of the signals when the gates to Lots 11 and 12 are locked (ie. potentially restricting trucks from turning around when entering from the intersection), the layout of the residual section of Bellevue Circuit at this intersection has been amended to incorporate a cul-de-sac turning area, with the gates into Lot 11 relocated to the clear of the turnaround area (see Plan MP.08.05 in **Appendix B**).



f) The proposed gate for the Loading Dock driveway for Lot 9, 10 and 11 shall be relocated to allow the largest vehicle to drive in and be clear of the carriageway and footway before being required to stop.

Noted. The access gate for the loading dock driveway to Lots 9, 10 and 11 would be set back some 30 metres from the northern boundary of the site. This would allow a B double service vehicle (largest truck likely to service the site) to access and stand wholly within the site, clear of the carriageway and footpath, before being required to stop.

g) The swept path analysis shows the design vehicles for Lot 9, 10 and 11 is 26 metre B-doubles; for Lot 8 is 19 metre semi trailers; and for Lot 12 is 12.5 metre large rigid trucks. Conditions shall be included in the consent restricting access to each of these Lots to no larger vehicle than the nominated design vehicles.

Noted. DEXUS confirms that the truck sizes listed above are the largest trucks likely to service the respective lots.

h) Off-street car parking, driveways and loading dock areas shall comply with Council's DCP in the first instance then AS2890.1-2004 and AS2890.2-2002 for heavy vehicles.

Noted. Condition 9(a) of schedule 3 of the project approval requires the internal road network to be designed, constructed and maintained in accordance with the latest versions of the Australian Standards 2890.1:2004 and 2890.2:2002, and AUSTROADS for heavy vehicles.

i) The number of off-street parking spaces shall be in accordance with Council's car parking requirement. This has been noted in the Traffic Report.

Noted. Off-street car parking provision for the proposal has been designed, and would be provided, in accordance with the applicable minimum parking rates in the Greystanes SEL Urban Design Plan (UDP) (see Environmental Assessment).

Environmental Matters and Engineering Matters

Council's submission recommends a number of conditions 'if not already included in the approval'. The conditions appear to be Council's standard conditions of approval for industrial development, and it is considered that these conditions are adequately reflected in the existing project approval for the DEXUS estate.

Conclusion

I trust that the above addresses the additional information requested by the Department. Revised architectural layout plans reflecting the above amendments for the modification application (MOD 2) and the pre-construction requirements for Warehouses 8 and 9 are attached in **Appendix B** and **Appendix C**, respectively.

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	Additional Traffic Review
	Appendix B	Amended Architectural Design Plans – MOD 2
	Appendix C	Amended Architectural Design Plans – Warehouse 8 and 9 Pre-Construction Requirements



APPENDIX A

Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: SK/8485/jj

Transport Planning
Town Planning
Retail Studies

9 February, 2012

Dexus Property Group
c/- Hansen Yuncken Pty Ltd
PO Box 409
MASCOT NSW 1460

Attention: Nader Zreik

Email: NZreik@hansenyuncken.com.au

Dear Sir,

**RE: MODIFICATIONS TO THE PROJECT APPROVAL FOR DEXUS ESTATE,
PRECINCT C, SOUTHERN EMPLOYMENT LANDS, GREYSTANES**

1. As requested, we are writing regarding traffic matters raised by Holroyd City Council in a submission to the Department of Planning and Infrastructure in relation to proposed modifications to the project approval for the Dexus Estate, located within the Southern Employment Lands at Greystanes (Greystanes SEL). The proposed modifications are located within Precinct C and include the reconfiguration of industrial lots and the deletion of a section of Bellevue Circuit between Basalt Road and Reconciliation Drive. We have previously prepared a report⁽¹⁾ which was submitted with the application.
2. In a letter dated 25 January 2012, Holroyd City Council has raised a number of matters in relation to the proposed modifications. The identified traffic matters, and our responses, are set out below.

Traffic Comments

- a) ***The previous master plan showed all driveways on the southern side of Basalt Road offset from the driveways on the northern side of Basalt Road. In addition the "for construction" subdivision plan submitted to***

⁽¹⁾ "Traffic Report for Proposed Modifications of the Project Approval for Dexus Estate, Southern Employment Lands, Greystanes", November 2011, Colston Budd Hunt & Kafes Pty Ltd.

Council had the central median on Basalt Road continuous from Reconciliation Road to Bellevue Circuit.

3. Basalt Road provides a divided carriageway with two traffic lanes in each direction, with 'No Stopping' restriction provided on both sides of the road. Basalt Road provides an east-west connection between Reconciliation Drive and Bellevue Circuit. Traffic signals will be located at its intersection of Reconciliation Drive and the intersection of Basalt Road with Bellevue Circuit is controlled by a roundabout.
4. It is understood that the approved masterplan for the Dexu Estate has a number of breaks in the Basalt Road median.
5. Dexu acknowledges that Basalt Road has been constructed as a divided carriageway with no median breaks between Reconciliation Drive and Bellevue Circuit.
6. As detailed below, Dexu has made a number of changes to the proposed breaks in the median to address Council's concerns. However, due to pressing timing constraints regarding the construction of the UPS Facility (Warehouse 8) and Warehouse 9, Dexu agrees to leave the median continuous as constructed in the interim. However, Dexu proposes to reincorporate the breaks, to the satisfaction of Council, in conjunction with an application for approval of one of the residual warehouses in Superlot C. The location of any breaks will be supported by swept paths and modelling to demonstrate the acceptability of the breaks in terms of traffic operation and performance.
7. It is also noted that the access driveway to Lots 9, 10 and 11 is located well clear of the intersection with Reconciliation Drive, being some 120 metres east of the signalised intersection.
8. The driveways to Lot 5 and Lots 9, 10 and 11 are located in accordance with the Australian Standards for Off-street commercial vehicle facilities (AS2890.2-2002) and the Roads and Maritime Services "Guide to Traffic Generating Developments". They have been designed to accommodate the largest design vehicle entering and exiting the industrial developments in a forward direction. The driveways are considered appropriate for the size and type of driveway proposed. Clear sight lines for vehicles and pedestrians have been provided at the driveways with a 6.5 metre set back from the Basalt Road property boundary.

b) The central median on Basalt Road is proposed to have a break to allow right turn movements in and out of Lot 9, Lot10 & Lot 11 loading dock driveway. In addition the loading dock driveway is proposed to be directly opposite the loading dock driveway for Lot 5 forming an intersection. This will cause a major right turn conflict point on Basalt Road. The traffic report used SIDRA Intersection to analyse the intersection. SIDRA is not suitable for modeling an intersection which is solely used for heavy vehicles. It is also noted that SIDRA does not model road safety impacts of intersections.

9. The SIDRA Intersection computer program is an appropriate and accepted traffic model to assess the operation of signalised intersections, unsignalised intersections (Give Way and Stop sign control) and roundabout controlled intersections. It is endorsed by the Roads and Maritime Services "Guide to Traffic Generating Developments" and AUSTRROADS publications. SIDRA also models the operation of heavy vehicles through the intersection, including intersections which are solely used by heavy vehicles (100% heavy vehicles on all movements and approaches to the intersection).
10. Dexu has amended the breaks in the median in Basalt Road by limiting the number of breaks to two. The proposed breaks in the median will provide right turn access to/from the loading dock area of Lots 9, 10 and 11 (located on the southern side of Basalt Road) and to/from the loading dock area of Lot 5 (located on the northern side of the road). All other driveways including car park access driveways onto Basalt Road will be restricted to left in and left out.
11. The proposed breaks in the median will improve accessibility to/from Reconciliation Drive for service vehicles, as well as reduce circulating traffic and overall travel distances within the Dexu Estate. The proposed arrangements are in accordance with the Australian Standards for Off-street car parking facilities (AS2890.1-2004) and Off-street commercial vehicle facilities (AS2890.2-2002). The location and provision of the proposed median breaks are considered appropriate and will provide for convenient service vehicle access.
12. However, as outlined above Dexu agrees to leave the median continuous (as currently constructed) in the interim. The final location of the breaks will be addressed, to the satisfaction of Council, in conjunction with an application for approval of one of the residual warehouses in Superlot C. The location of any breaks will be supported by swept paths and modelling to demonstrate the acceptability of the breaks in terms of traffic operation and performance.

- c) The central median on Basalt Road is proposed to have a break to allow right turn movements in and out of Lot 9 car park driveway. In addition, the driveway will be opposite the car park driveway for Lot 5. This will cause another right turn conflict point on Basalt Road.*
13. Matter noted. The design of the access driveways to Lot 5 and 9 car parks in Basalt Road have been modified with the central median across these driveways maintained. Access to Lot 5 and 9 car parks will be restricted to left in and left out.
- d) The central median on Basalt Road is proposed to have a break to allow right turn movements in and out of Lot 8 car park driveway which will cause another right turn conflict point. It is also noted that the car park driveway for Lot 8 is less than 6 metres from the tangent point of the intersection of Bellevue Circuit/Basalt Road and therefore does not comply with AS2890.1-2004. The break on the median should be removed and the car park access for Lot 8 be from the Lot 8 Loading Dock driveway (ie. southern approach of the Basalt Road/Bellevue Circuit roundabout intersection).*
14. Matter noted. The design of the access driveway to Lot 8 car park has been modified and the central median across the driveway in Basalt Road maintained. The driveway has been relocated clear of the intersection of Bellevue Circuit/Basalt Road (with access to/from the Lot 8 Loading Dock driveway), in accordance with AS2890.1-2004.
- e) The impact of the subdivision on the proposed traffic signals along Reconciliation Drive requires RMS approval. Concern is raised regarding easement/public road dedication requirement at the southern signalized intersection (ie. near Lot 12). Concern is also raised regarding the operation of the signals when the gate is closed.*
15. As set out in previous traffic report, the three main intersections on Reconciliation Drive within the Dexus Estate will be signalized. Boral will undertake these works in accordance with the Deed of Agreement. The final design and layout of the intersections will require RMS approval.
16. Following discussions with RMS, we understand that the southern signalized intersection of Reconciliation Drive and Bellevue Circuit (adjacent to Lots 11 and 12) will incorporate a section of easement/public road dedication on the eastern approach to the intersection of some 15 to 20 metres. In addition, the southern approach to the intersection (Bellevue Circuit east) has been modified to

incorporate a cul-de-sac turning area and gates into Lot 11 will be relocated to the clear of the turnaround area.

f) The proposed gate for the Loading Dock driveway for Lot 9, 10 and 11 shall be relocated to allow the largest vehicle to drive in and be clear of the carriageway and footway before being required to stop.

17. Matter noted. The access gate for the loading dock driveway to Lots 9, 10 and 11 will be set back some 30 metres from the northern boundary of the site. This will allow a B double service vehicle (largest truck likely to service the site) to access and stand wholly within the site, clear of the carriageway and footpath, before being required to stop.

g) The swept path analysis shows the design vehicles for Lot 9, 10 and 11 is 26 metre B-doubles; for Lot 8 is 19 metre semi trailers; and for Lot 12 is 12.5 metre large rigid trucks. Conditions shall be included in the consent restricting access to each of these Lots to no larger vehicle than the nominated design vehicles.

18. Due to the size of each of these facilities and the expected end user, these are the largest trucks likely to service these lots.

h) Off-street car parking, driveways and loading dock areas shall comply with Council's DCP in the first instance then AS2890.1-2004 and AS2890.2-2002 for heavy vehicles.

19. This matter is noted and is addressed in our previous report. Car park layout, driveways and loading areas will be designed in accordance with Australian Standards AS2890.1-2004 and AS2890.2-2002.

i) The number of off-street parking spaces shall be in accordance with Council's car parking requirement. This has been noted in the Traffic Report.

20. This matter is noted and is addressed in our previous report. Off-street car parking provision will be provided in accordance with the approved parking rates for the Greystanes SEL.

Colston Budd Hunt & Kafes Pty Ltd

21. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES

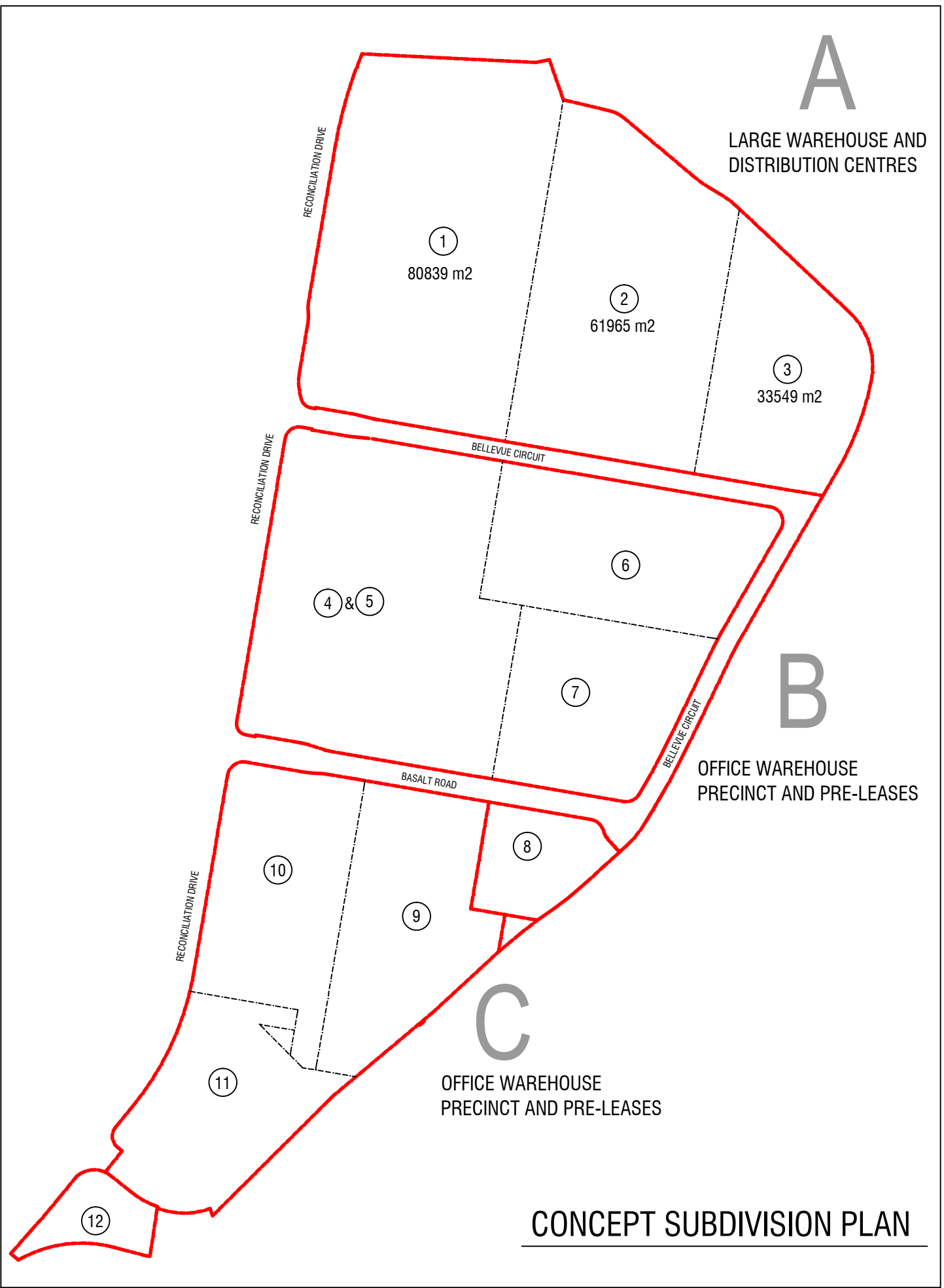
A handwritten signature in black ink, appearing to read 'S. Kafes', written in a cursive style.

S. Kafes

Director



APPENDIX B



DEVELOPMENT DATA	
TOTAL SITE AREA	approx. 472 312 m2
NON DEVELOPABLE SITE AREAS	
Access Roads	28980 m2
Services zone 1	628 m2
Services zone 2	459 m2
DEVELOPABLE AREA	442245 m2

TOTAL BUILDING AREA	251572 m2
TOTAL AWNING AREA	16714 m2
TOTAL HEAVY DUTY PAVEMENT	100071 m2
TOTAL LIGHT DUTY PAVEMENT	45850 m2
TOTAL LANDSCAPING AREA	59662 m2 (13.4%)

TOTAL SITE COVERAGE (incl. awning)	60.7%
FSR	56.9%

Parking Controls	
Warehouses 1/300 m2, Offices 1/40m2, Retail 1/20m2	

PRECINCT	PARKING REQ.	PARKING PROVIDED
A	496	540
B	501	627
C	311	488
TOTAL	1308	1655

PROPOSED DEVELOPMENT SITE AREAS		
	BLG AREA	SITE AREA
PRECINCT A		
LOT 1		80839 m2
Office	3000 m2	
Warehouse	45300 m2	
LOT 2		57014 m2
Office	2000 m2	
Warehouse	30300 m2	
LOT 3		38500 m2
Office	1394 m2	
Warehouse	25116 m2	
SUBTOTAL	6394 m2	100716 m2
PRECINCT B		
LOT 4		34732 m2
Office	4000 m2	
Warehouse	17500 m2	
LOT 5		42 898 m2
Office	2665 m2	
Warehouse	22025 m2	
LOT 6		37853 m2
Office	2412 m2	
Warehouse	19525 m2	
LOT 7		30041 m2
Office	633 m2	
Warehouse	18000 m2	
SUBTOTAL	9710 m2	77050 m2
PRECINCT C		
LOT 8		12038 m2
Office	380 m2	
Warehouse	5057 m2	
LOT 9		35 457 m2
Office	1500 m2	
Warehouse	16500 m2	
LOT 10		34 364 m2
Office	1500 m2	
Warehouse	16500 m2	
LOT 11		31 044 m2
Office	1100 m2	
Warehouse	13065 m2	
LOT 12		7465 m2
Office	450 m2	
Warehouse	1800 m2	
Retail/Cafe	150 m2	
SERVICES ZONE 1		628 m2
SERVICES ZONE 2		459 m2
SUBTOTAL	5080 m2	52622 m2
TOTAL	21184 m2	230388 m2

LOT 8		12038 m2
Office	380 m2	
Warehouse	5057 m2	
LOT 9		35 457 m2
Office	1500 m2	
Warehouse	16500 m2	
LOT 10		34 364 m2
Office	1500 m2	
Warehouse	16500 m2	
LOT 11		31 044 m2
Office	1100 m2	
Warehouse	13065 m2	
LOT 12		7465 m2
Office	450 m2	
Warehouse	1800 m2	
Retail/Cafe	150 m2	
SERVICES ZONE 1		628 m2
SERVICES ZONE 2		459 m2
SUBTOTAL	5080 m2	52622 m2
TOTAL	21184 m2	230388 m2

GREYSTANES ESTATE

SOUTHERN EMPLOYMENT LAND, GREYSTANES. NSW

CONCEPTARCHITECTURE P/L
CONCEPTARCHITECTURE Pty Ltd
au 66 124 369 971
m 0405 522 516
P.O.BOX 3473, RHODES NSW 2138

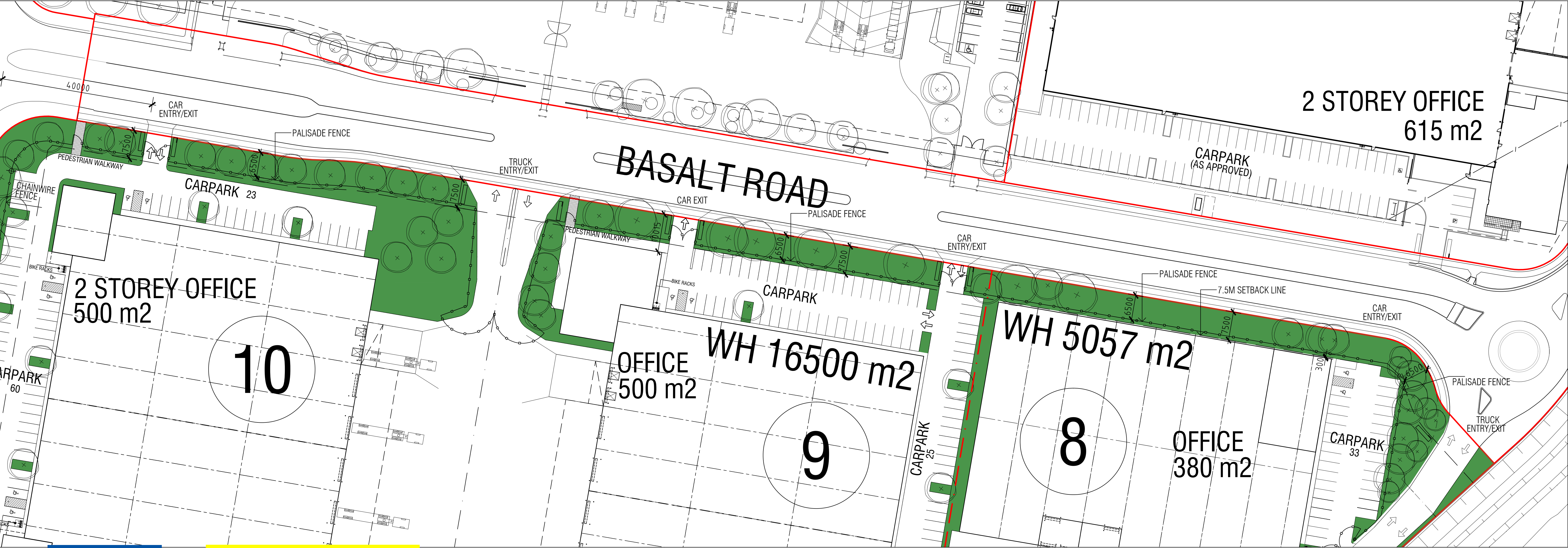
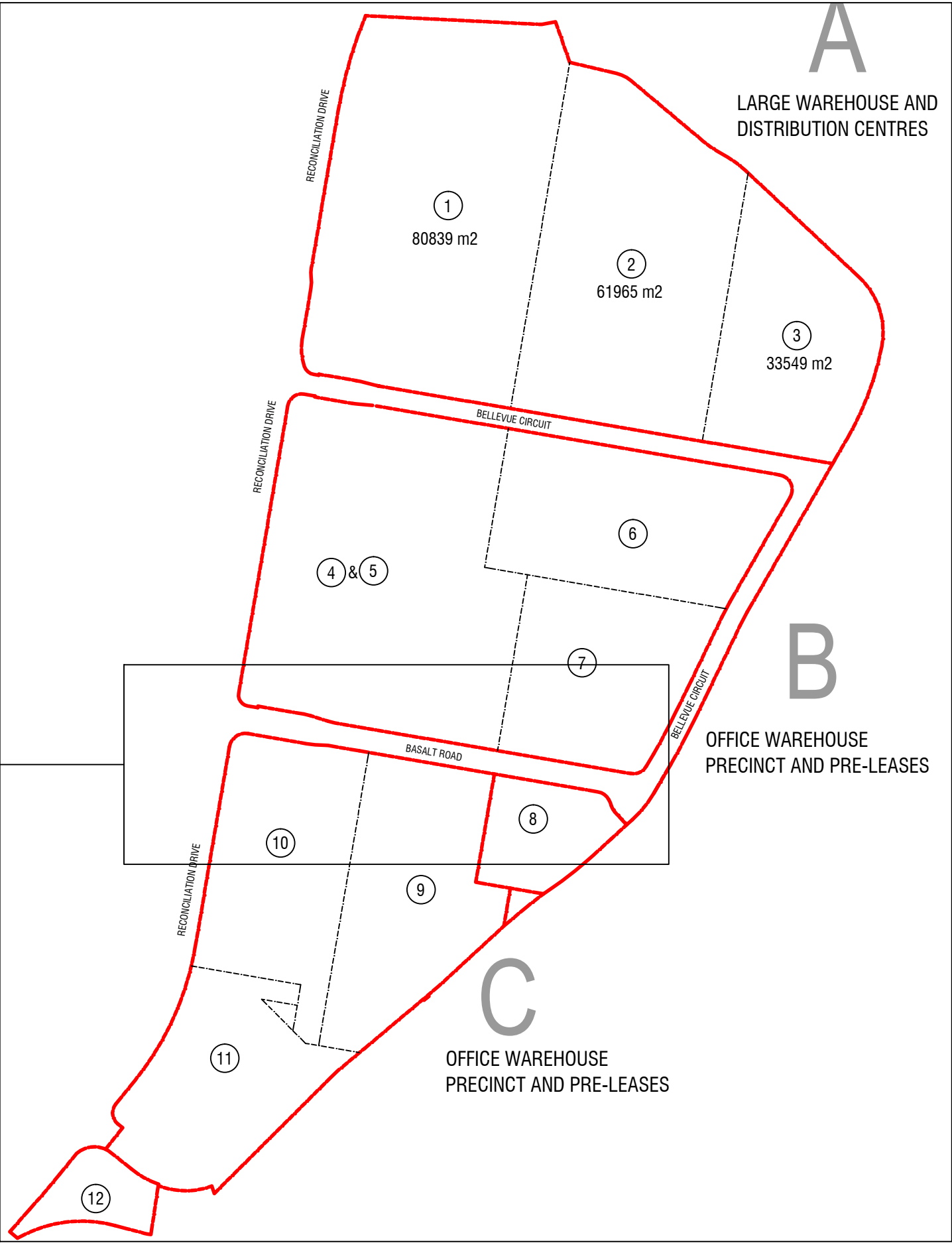
MODIFICATION
MASTERPLAN
OVERALL SITE PLAN

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drawing no. DX_G_MP08.01 rev H

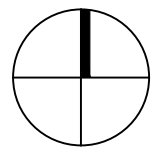


BASALT ROAD - PROPOSED BREAKS TO MEDIUM STRIP

DETAIL BELOW
SCALE 1:500 @ A1



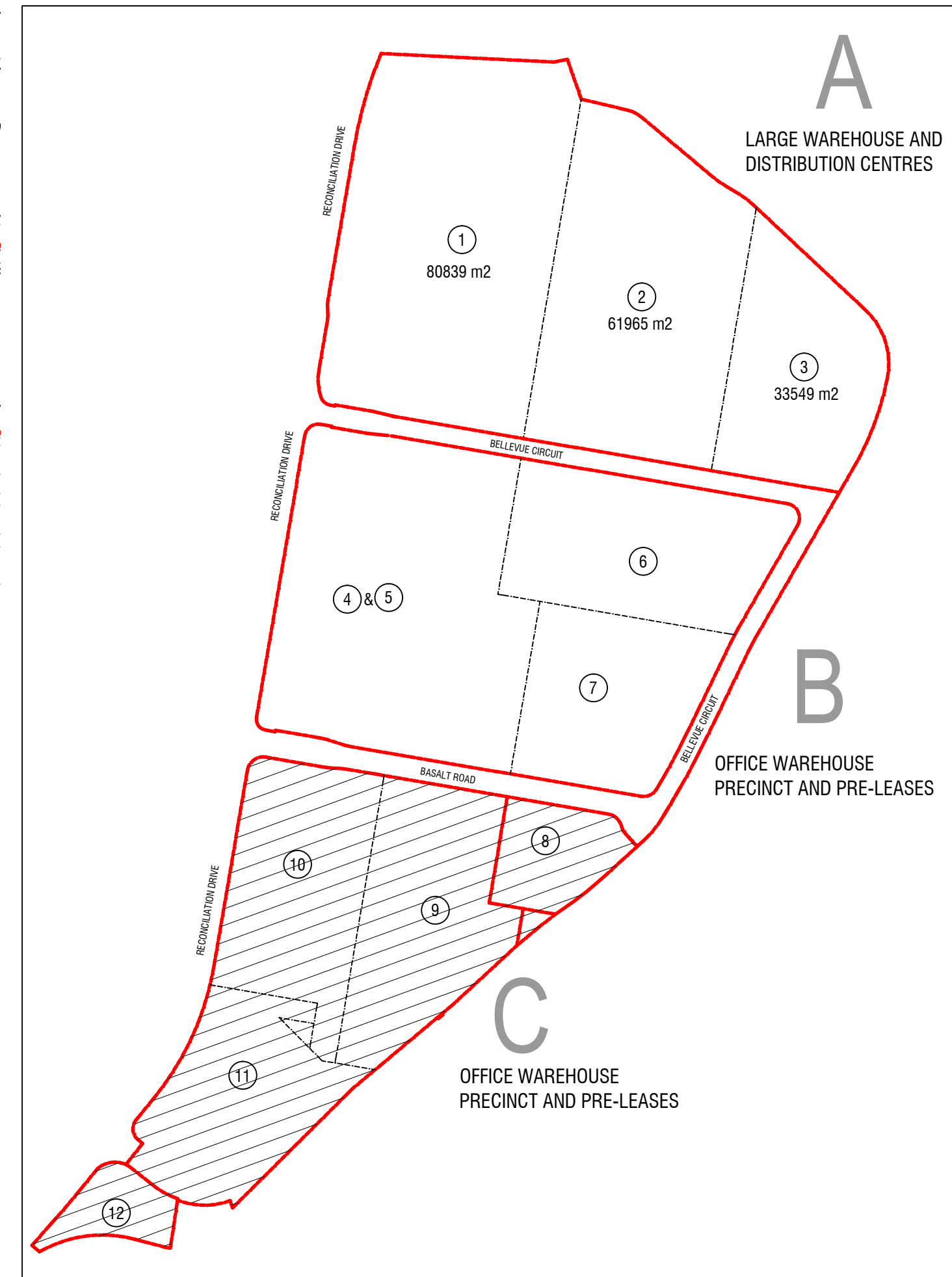
GREYSTANES ESTATE
SOUTHERN EMPLOYMENT LAND, GREYSTANES. NSW



CONCEPTARCHITECTURE P/L
CONCEPTARCHITECTURE Pty Ltd
ABN 66 124 369 071
M 0405 522 516
P.O. BOX 3473, RHODES NSW 2138

MODIFICATION
MASTERPLAN
BASALT ROAD - MEDIUM STRIP

scale 1:500 @ A1
date 09.02.2012
drawing no. DX_G_MP08.02 rev H

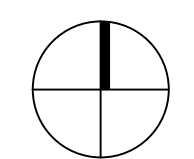


DEVELOPMENT DATA		PROPOSED DEVELOPMENT SITE AREAS		
TOTAL SITE AREA		BLG AREA SITE AREA		
121 455 m ²				
SERVICES ZONE 1		PRECINCT C		
SERVICES ZONE 2		LOT 8		
DEVELOPABLE SITE AREA (INCLUDING LANDSCAPE AREA)		Office		
57 702 m ²		Warehouse		
TOTAL AWNING AREA		LOT 9		
5107 m ²		Office		
TOTAL HEAVY DUTY PAVEMENT		Warehouse		
25 260 m ²		LOT 10		
TOTAL LIGHT DUTY PAVEMENT		Office		
16 915 m ²		Warehouse		
TOTAL LANDSCAPING AREA		LOT 11		
17 081 m ² (14%)		Office		
TOTAL SITE COVERAGE (incl. awning)		Warehouse		
52%		LOT 12		
FSR		Office		
48%		Warehouse		
TOTAL PARKING REQUIRED		Retail/Cafe		
311 spaces		SERVICES ZONE 1		
TOTAL PARKING PROVIDED		SERVICES ZONE 2		
488 spaces		SUBTOTAL		
		5080 m ² 52622 m ² 121455 m ²		

LOT	PARKING REQ.	PARKING PROVIDED
8	27	33
9	93	190
10	93	142
11	72	92
12	26	31
TOTAL	311	488

GREYSTANES ESTATE

SOUTHERN EMPLOYMENT LAND, GREYSTANES. NSW



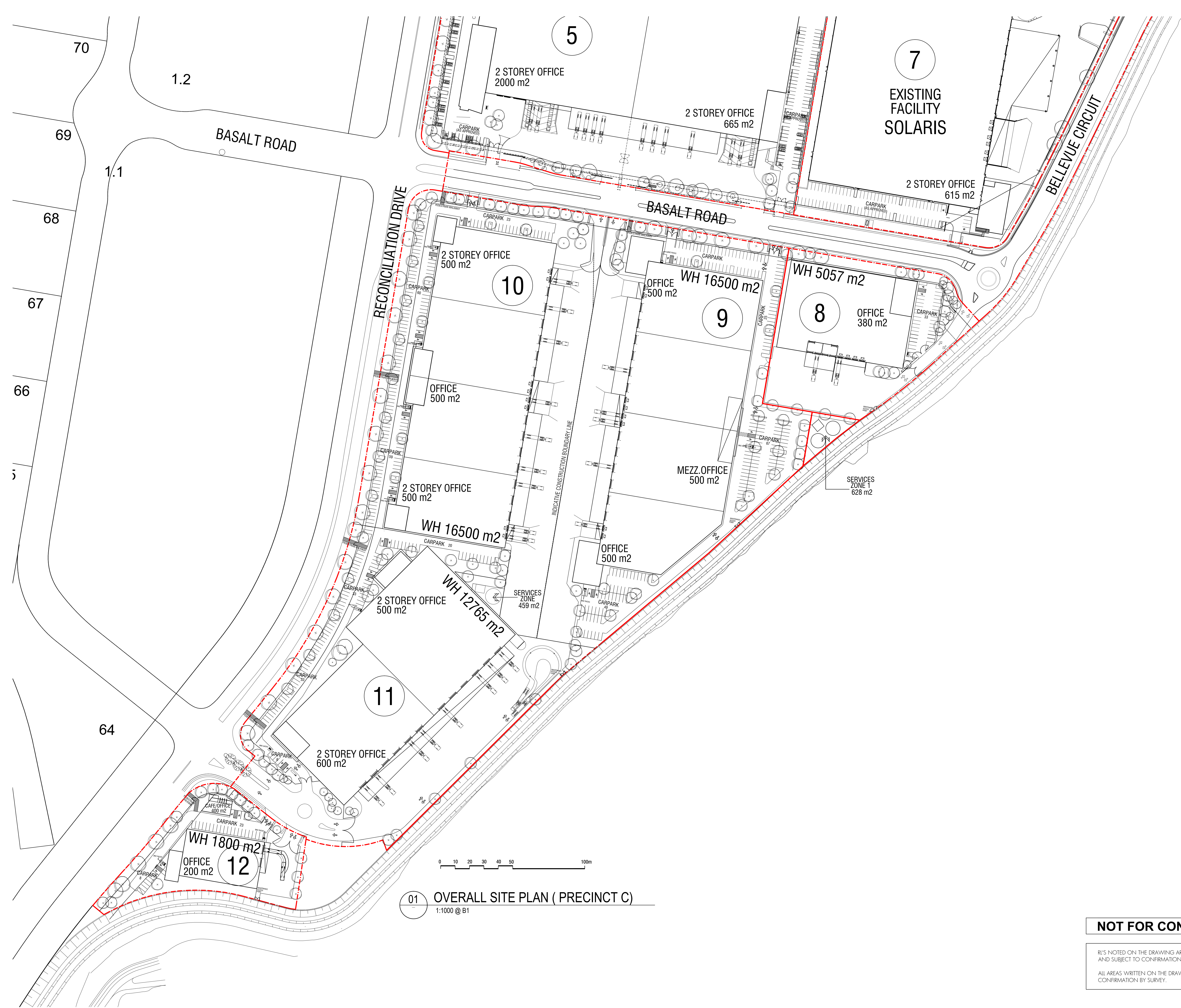
CONCEPTARCHITECTURE P/L
CONCEPTARCHITECTURE Pty Ltd
ABN 66 124 369 971
M 0405 522 516
P.O. BOX 3473, RHODES NSW 2138

MODIFICATION MASTERPLAN
PRECINCT C

scale 1:1000 @ A1
1:2000 @ A3
date 09.02.2012
drawing no. DX_G_MP08.05 rev H



APPENDIX C



01 OVERALL SITE PLAN (PRECINCT C)
1:1000 @ B1

NOT FOR CONSTRUCTION

RL'S NOTED ON THE DRAWING ARE APPROXIMATE (± 200mm) AND SUBJECT TO CONFIRMATION.

ALL AREAS WRITTEN ON THE DRAWING ARE SUBJECT TO CONFIRMATION BY SURVEY.

PROJECT MANAGER AND BUILDER



HANSEN YUNCKEN PTY. LTD
ABN 38 063 384 056

Level 6, 15 Bourke Rd , Mascot NSW 2020
TEL: 02 9770 7600 FAX: 02 9770 7601

LAND OWNERS



CONSULTANTS

CONCEPTARCHITECTURE P/L
ARCHITECTURE AND INTERIOR DESIGN

P.O. Box 3473
Rhodes, NSW 2138

DEVELOPMENT DATA

DEVELOPMENT DATA	
TOTAL SITE AREA	121 455 m2

SERVICES ZONE 1	628 m2
SERVICES ZONE 2	459 m2
DEVELOPABLE SITE AREA (INCLUDING LANDSCAPE AREA)	120 368 m2

TOTAL BUILDING AREA	57 702 m2
TOTAL AWNING AREA	5107 m2
TOTAL HEAVY DUTY PAVEMENT	25 260 m2
TOTAL LIGHT DUTY PAVEMENT	16 915 m2
TOTAL LANDSCAPING AREA	17 081 m2 (14%)

Parking Controls	
Warehouses 1/300 m2, Offices 1/40m2, Retail 1/20m2	
TOTAL PARKING REQUIRED	306 cars
TOTAL PARKING PROVIDED	488 cars

TOTAL SITE COVERAGE (incl. awning)	52%
FSR	48%

PROPOSED DEVELOPMENT SITE AREAS

	BLG AREA	SITE AREA
PRECINCT C		
LOT 8		12038 m2
Office	380 m2	
Warehouse	5057 m2	
LOT 9	1500 m2	35 457 m2
Office	16500 m2	
Warehouse	1500 m2	34 364 m2
LOT 10	1500 m2	
Office	16500 m2	
Warehouse	1100 m2	31 044 m2
LOT 11	1100 m2	
Office	12765 m2	
Warehouse		7465 m2
LOT 12	450 m2	
Office	150 m2	1800 m2
Warehouse		
Retail/Cafe		
SERVICES ZONE 1		628 m2
SERVICES ZONE 2		459 m2
SUBTOTAL	5080 m2 52622 m2	121455 m2

ISSUE SCHEDULE

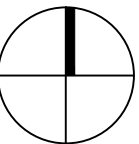
Issue	Description	Date
A	Project Application issued	28.11.2011
B	Amended issue	09.02.2012

PROJECT

Precinct C, Basalt Road,
Greystanes, NSW

DRAWING TITLE

Overall Site Plan



NOTES

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DRAWING INFORMATION

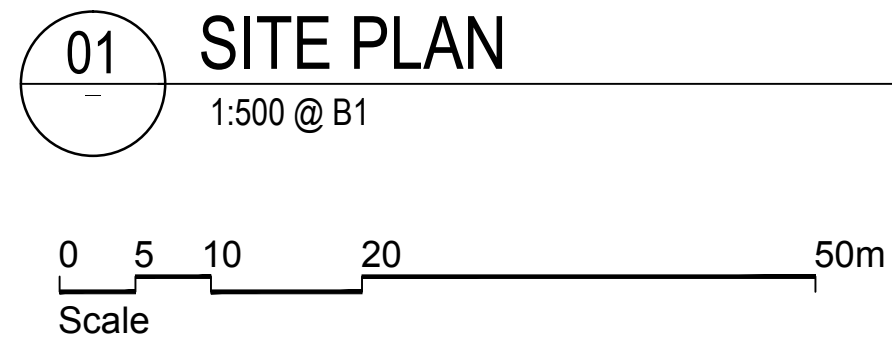
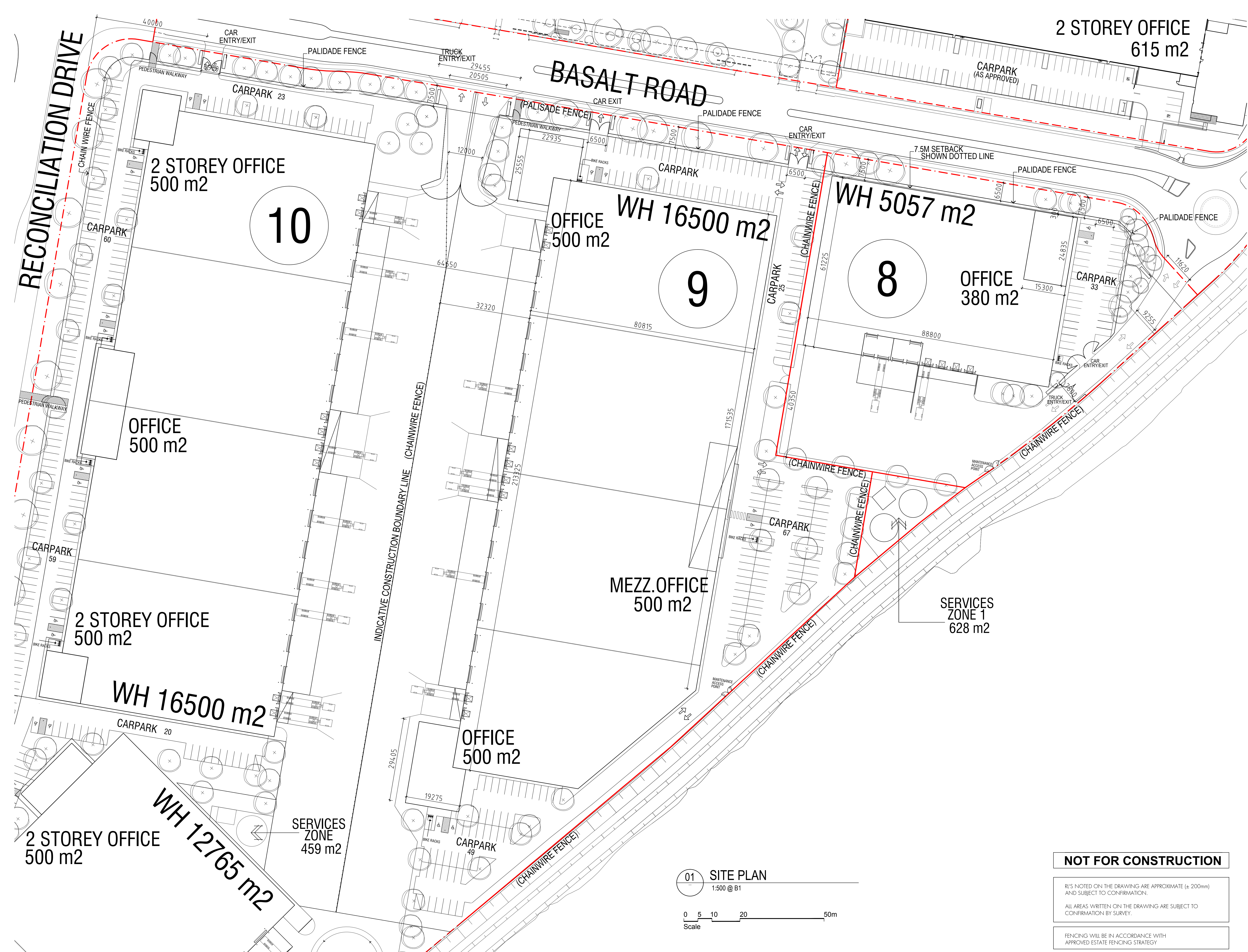
DATE SCALE PROJECT STAGE

09/02/2012 1:1000 @ B1

DRAWING No. ISSUE

DX-GS-DA-001

B




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PROJECT MANAGER AND BUILDER

**hansen yuncken**
BUILDING VALUE

HANSEN YUNCKEN PTY. LTD
ABN 38 063 384 056

Level 6, 15 Bourke Rd , Mascot NSW 2020
TEL: 02 9770 7600 FAX: 02 9770 7601

LAND OWNERS

**DEXUS**
PROPERTY GROUP

CONSULTANTS

CONCEPTARCHITECTURE P/L
ARCHITECTURE AND INTERIOR DESIGN

P.O. Box 3473
Rhodes, NSW 2138

DEVELOPMENT DATA

SITE AREA 8	12 038 SQM
WAREHOUSE 8	5 057 SQM
OFFICE	380 SQM
TOTAL BUILDING AREA	5 437 SQM
AWNING AREA	2 94 SQM
CARPARKING REQUIRED	28 CARS
CAR PARKING PROVIDED	33 CARS
LANDSCAPE AREA	1 996 SQM
FSR	45 %
SITE COVER (INCLUDING AWNING)	47.6 %

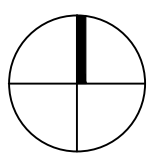
SITE AREA 9	35 457 SQM
WAREHOUSE 9	16 500 SQM
OFFICE 1	500 SQM
OFFICE 2	500 SQM
OFFICE 3	500 SQM
TOTAL BUILDING AREA	18 000 SQM
AWNING AREA	1 536 SQM
CARPARKING REQUIRED	93 CARS
CAR PARKING PROVIDED	190 CARS
LANDSCAPE AREA	2 852 SQM
FSR	50.7 %
SITE COVER (INCLUDING AWNING)	55 %

ISSUE SCHEDULE

Issue	Description	Date
A	Project Application issued	28.11.2011
B	Amended issue	09.02.2012

PROJECT

Precinct C, Basalt Road,
Greystanes, NSW



DRAWING TITLE

Site Plan

NOTES

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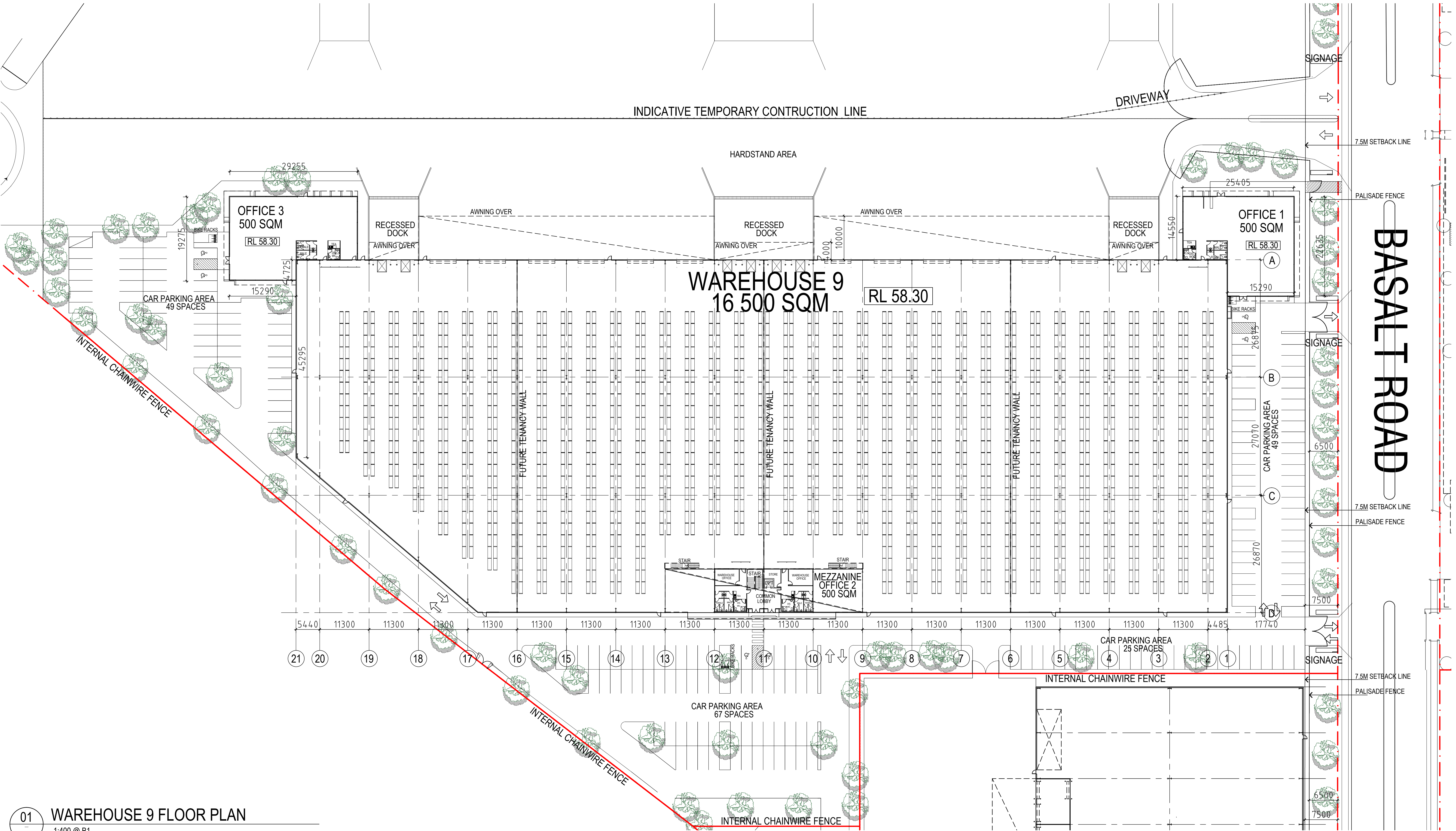
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DRAWING INFORMATION

DATE	SCALE	PROJECT STAGE
09/02/2012	1:500 @ B1	

DRAWING No.
DX-GS-DA-002

ISSUE
B



PROJECT MANAGER AND BUILDER



HANSEN YUNCKEN PTY. LTD
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LAND OWNERS



CONSULTANTS

CONCEPTARCHITECTURE P/L
ARCHITECTURE AND INTERIOR DESIGN

P.O. Box 3473
Rhodes, NSW 2138

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ISSUE SCHEDULE

Issue	Description	Date
A	Project Application issued	28.11.2011
B	Amended issue	09.02.2012

PROJECT

Precinct C, Basalt Road,
Greystanes, NSW

DRAWING TITLE

Warehouse 9
Floor plan

NOTES

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DRAWING INFORMATION

DATE SCALE PROJECT STAGE

09/02/2012 1:400 @ B1

DRAWING No.

DX-GS-DA-004

ISSUE

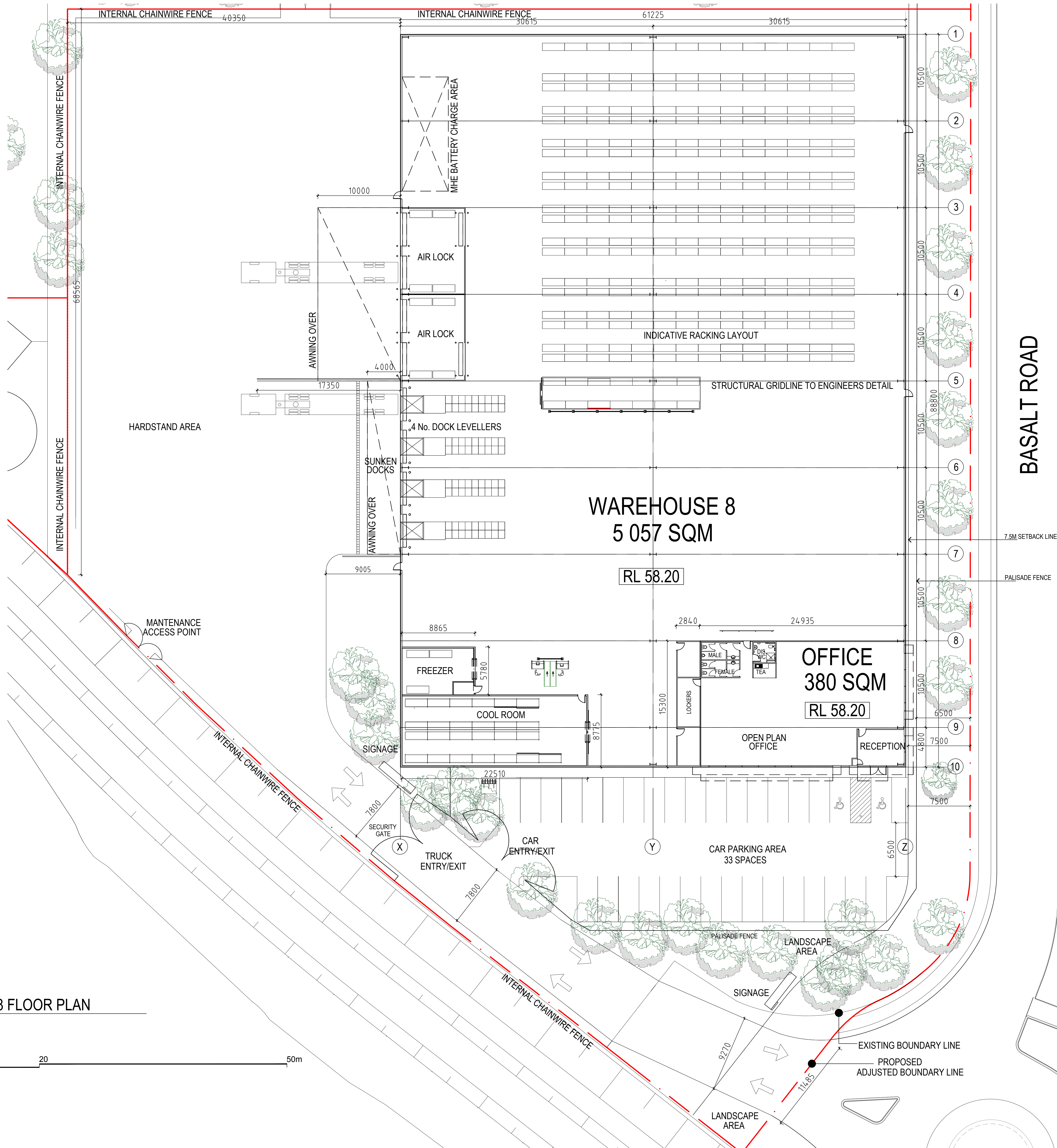
B

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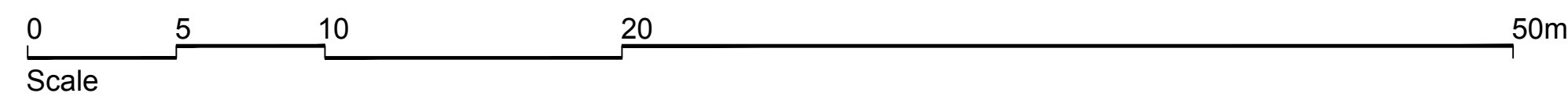
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01 WAREHOUSE 8 FLOOR PLAN
1:200 @ B1



PROJECT MANAGER AND BUILDER



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LAND OWNERS



CONSULTANTS

CONCEPTARCHITECTURE P/L
ARCHITECTURE AND INTERIOR DESIGN

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Rhodes, NSW 2138

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ISSUE SCHEDULE

Issue	Description	Date
A	Project Application issued	28.11.2011
B	Amended issue	09.02.2012

PROJECT

Precinct C, Basalt Road,
Greystanes, NSW

DRAWING TITLE

Warehouse 8
Floor plan

NOTES

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DATE	SCALE	PROJECT STAGE
09/02/2012	1:200 @ B1	

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DX-GS-DA-005	B

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