

15 February 2012

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 3) – SUPERLOT A 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 originally 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, 7 end-user facilities have either been approved by the Department or are pending approval, namely the (listed in order of approval)(see **Figure 2**):

- Solaris Paper Facility in Superlot B;
- Symbion Health Facility in Superlot B;
- DEXUS Estate Data Centre Facility in Superlot A;
- Warehouse A and Warehouse B in Superlot B; and
- Warehouse 8 and Warehouse 9 in Superlot C (pending approval).

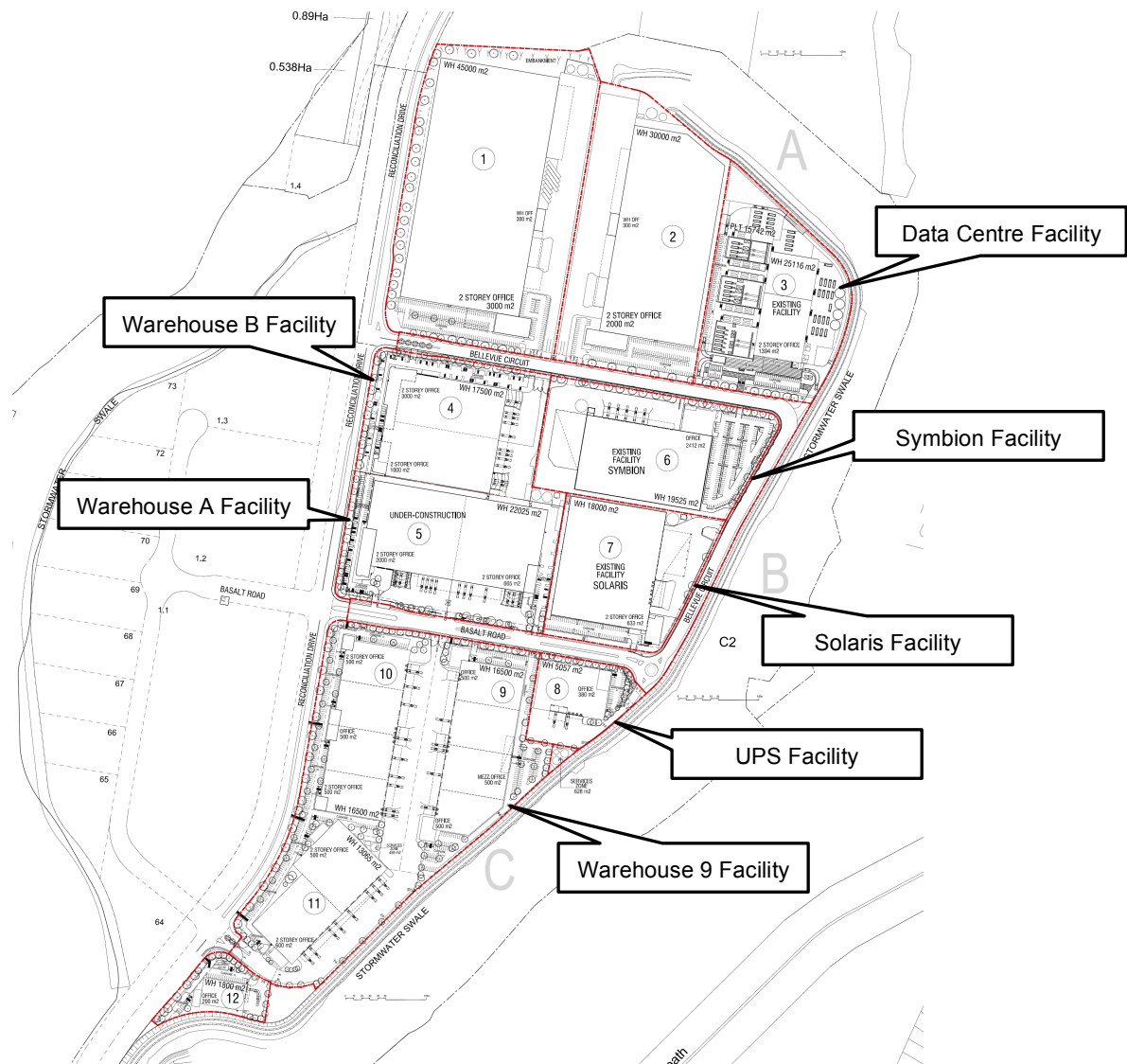


Figure 2: DEXUS Estate Masterplan – As Proposed in MOD 2



The project approval has been modified twice to accommodate these facilities, including:

- MOD 1 – approved by the Department on 20 August 2010. This modification allowed the Solaris Paper Facility to undertake manufacturing uses in the facility; and
- MOD 2 – which was lodged with the Department on 5 December 2011 and is pending approval. This modification involves a change to the masterplan layout of Superlot C, including deletion of the southern portion of Bellevue Circuit on the eastern side of the superlot.

The amended masterplan for the DEXUS Estate, based on these modifications and the facilities approved to date, is shown on **Figure 2**.

DEXUS is now proposing to develop 2 new industrial facilities on the residual portion of Superlot A for separate end users – Brady Australia Pty Ltd (Brady) and Voith Turbo Pty Ltd (Voith Turbo). Both of the facilities would be used for warehousing and distribution and ancillary office, however both facilities also include some broader industrial or manufacturing use (see Section 2 for further detail). Further, both facilities are somewhat smaller than the 2 residual lots on Superlot A, and as such DEXUS is proposing to amend the layout of Superlot A to subdivide the 2 residual lots into 4 lots, and construct an additional estate access road to service the lots.

Consultation with the Department has indicated that the proposed changes to the masterplan layout, as well as the proposed industrial use of the Brady and Voith Turbo Facilities, require an additional modification to the project approval under (the former) Section 75W of the EP&A Act.

2 Proposed Modification

Proposed Changes to the DEXUS Estate Industrial Park Project

DEXUS proposes to modify the project approval for the DEXUS Estate Industrial Park Project under Section 75W of the EP&A Act to:

- amend the DEXUS Estate masterplan layout for Superlot A, including:
 - subdividing the 2 residual development lots into 4 development lots, and an estate road lot;
 - amending the masterplan building layout to reflect the proposed Brady and Voith Turbo Facilities and the revised lot layout, including the additional estate access road; and
- allow the industrial/manufacturing use of the proposed Brady and Voith Turbo Facilities.

The proposed revised masterplan for the DEXUS Estate is shown on **Figure 3**. The Brady and Voith Turbo Facilities would be constructed on Lot 1 and Lot 4, respectively¹. 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 project (as modified by MOD 1 and MOD 2) and the proposed modification (ie. MOD 3).

¹ The estate lot numbering has been updated from the approved/pending masterplan to reflect the new lots in Superlot A.

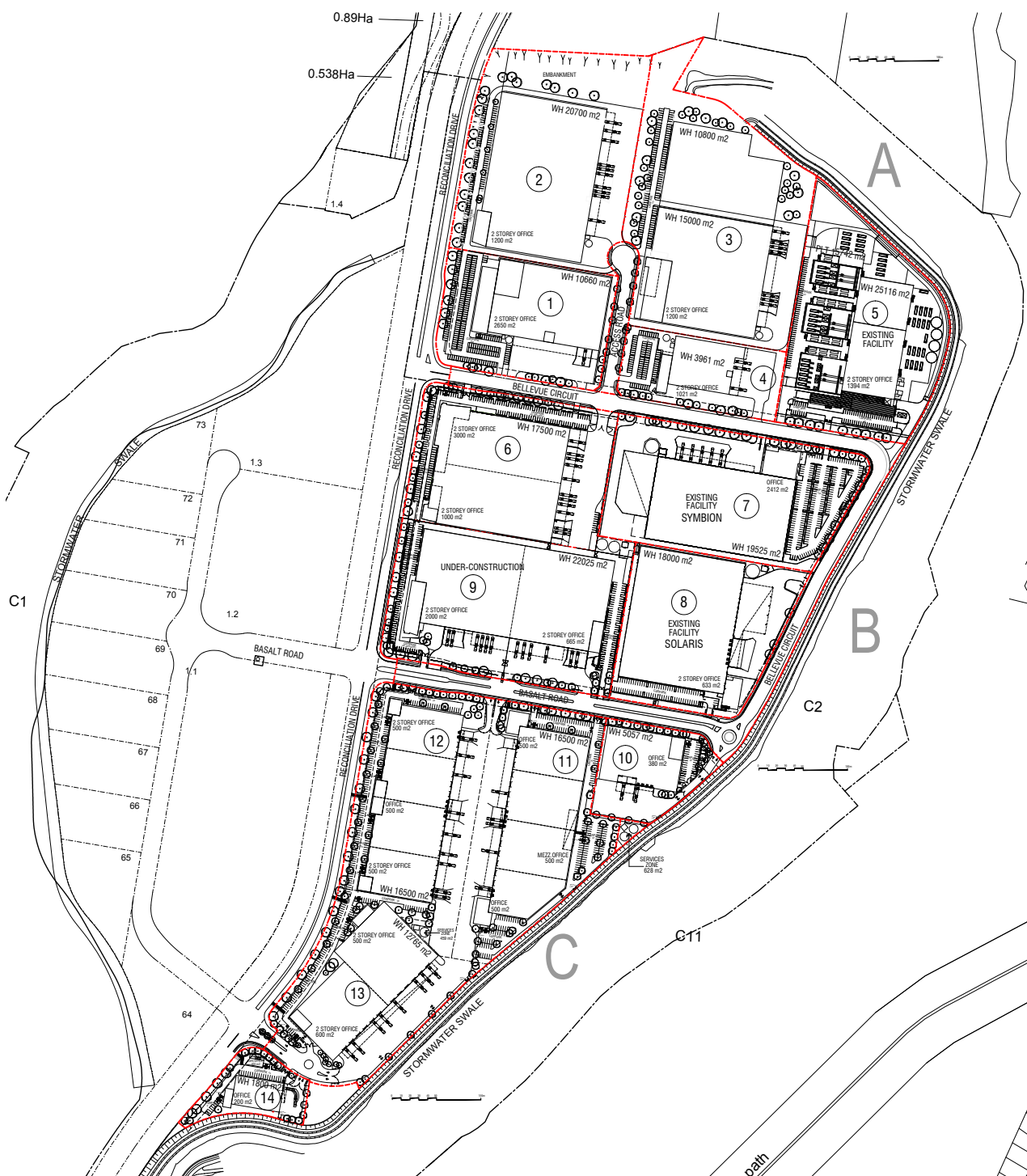


Figure 3: DEXUS Estate Masterplan – As Proposed (MOD 3)



Table 1: DEXUS Estate Project Summary

Aspect	Project as Approved/Pending¹	Project as Proposed
Project Summary	Construction and use of the DEXUS Estate Industrial Park, within the Greystanes Southern Employment Lands, for warehouse and distribution and manufacturing purposes (Solaris Paper Facility).	Construction and use of the DEXUS Estate Industrial Park, within the Greystanes Southern Employment Lands, for warehouse and distribution and industrial/manufacturing purposes (Solaris Paper Facility, Brady Facility and Voith Turbo Facility).
Proposed Use	Warehousing and distribution, and industrial/manufacturing (Solaris Paper Facility), with ancillary office, estate manager's office and café.	Warehousing and distribution, and industrial/manufacturing (Solaris Paper Facility, Brady Facility and Voith Turbo Facility), with ancillary office, estate manager's office and café.
Subdivision	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	Subdivision of the site to create 14 development lots (some of which may be combined and separated by leasing boundaries), 2 service lots and roads
Earthworks	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
Facility Description	<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. 	<p>The proposed masterplan provides for:</p> <ul style="list-style-type: none"> • construction of 14 freestanding warehouse facilities across the site, ranging in size from 2,400m² to 28,300m² 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 217,039m² of warehouse GFA and 23,555m² of ancillary office/café GFA across the estate.
Staging	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
Capital Investment Value	\$150,000,000	No change
Employees	<p>Construction – Approximately 800 full-time equivalents</p> <p>Operation – Approximately 2,000 full-time equivalents</p>	No change



Aspect	Project as Approved/Pending¹	Project as Proposed
<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 addition of an additional estate access road to provide access to proposed development lots in Superlot A.
<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 significant change
<i>Potable Water</i>	The reticulated potable water supply in Reconciliation Drive would be adequate to service the project.	No significant change
<i>Sewer</i>	The site would be connected to reticulated sewer in Reconciliation Drive	No significant 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 significant change
<i>Telecom-munications</i>	The site would be connected to telecommunications infrastructure in Reconciliation Drive.	No significant 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 significant 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) and MOD 2 (pending approval, which seeks to modify the masterplan layout of Superlot C).

Table 2: DEXUS Estate Masterplan Development Schedule

	Originally Approved Masterplan	MOD 1 and MOD 2 Masterplan	Proposed MOD 3 Masterplan	Difference
Areas (m ²)				
- Site Area	472,312	472,312	473,563	+1,251 ¹
- Site Area (exc. roads)	430,576	443,332	440,734	-2,598
- Warehouse Area	220,865	230,688	217,039	-13,649
- Office/Café Area	20,900 (9%)	21,184 (9%)	23,555 (10%)	+2,371
- Total Building Area	241,765	251,872	240,594	-11,278
- Awning Area	12,875	16,714	15,595	-1,119
- Hardstand Area	124,250	145,921	137,457	-8,464
- Landscaping Area	67,785 (16%)	59,631 (13% ⁴)	61,808 (14%)	+2,177
Site Cover (inc. awning)	54%	61%	58%	-3%
Floor Space Ratio	51%	57%	54%	-3%
No. Office Levels	1-2	1-2	1-2	No change
Building Height (m)	15-40	15-40	15-40	No change
Car Parking Sp. Required ³	1,264	1,307	1,375	+68
Car Parking Sp. Provided	1,403	1,655	1,726	+71



	Originally Approved Masterplan	MOD 1 and MOD 2 Masterplan	Proposed MOD 3 Masterplan	Difference
Employees	2,000	2,000	2,000	No change
Hours of Operation	24 hours, 7 days	24 hours, 7 days	24 hours, 7 days	No change

Table 3: Superlot A Development Schedule

	Originally Approved Superlot	MOD 1 and MOD 2 Superlot	Proposed MOD 3 Superlot	Difference
Areas (m ²)				
- Site Area	176,353	176,353	173,755	-2,598 ¹
- Warehouse Area	96,700	100,716	87,367 ²	-13,349
- Office Area	6,500 (6%)	6,394 (6%)	8,765 (9%)	+2,371
- Total Building Area	103,200	107,110	96,132	-10,978
- Awning Area	6,700	4,969	3,850	-1,119
- Hardstand Area	49,985	50,160	41,810	-8,350
- Landscaping Area	24,340 (14%)	25,187 (14%)	27,250 (15%)	+2,063
Site Cover (inc. awning)	62%	64%	57%	-7%
Floor Space Ratio	58%	61%	55%	-6%
No. Office Levels	1-2	1-2	1-2	No change
Building Height (m)	Up to 40	Up to 40	Up to 40	No change
Car Parking Sp. Required ³	486	496	563	+67
Car Parking Sp. Provided	508	540	611	+71

Notes to Tables 2 and 3:

- 1 The difference in area is due to the new estate road, and a minor adjustment to the northern site boundary.
- 2 Including proposed future expansion of proposed facilities.
- 3 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.
- 4 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).

Proposed Light Industrial Use of Brady and Voith Turbo Facilities

Both the proposed Brady Facility and Voith Turbo Facility would be used for warehousing and distribution with ancillary office, in accordance with the approved project. However, both facilities would also include an industrial component.

Brady Australia Pty Ltd is a wholly owned subsidiary of Brady Corporation, an American owned international manufacturer and marketer of identification solutions, safety equipment, and graphic solutions, with products ranging from high-performance labels, signs and tapes to software, printers and data collection systems.

The proposed Brady Facility (on Lot 1) would be used mainly for warehousing and distribution of imported product, however the facility would also involve some product assembly, digital printing, label conversion and screen printing. The layout of the proposed facility is shown on **Figure 4**. The production area would comprise approximately 1,116m² of the total warehouse area of 10,660m².

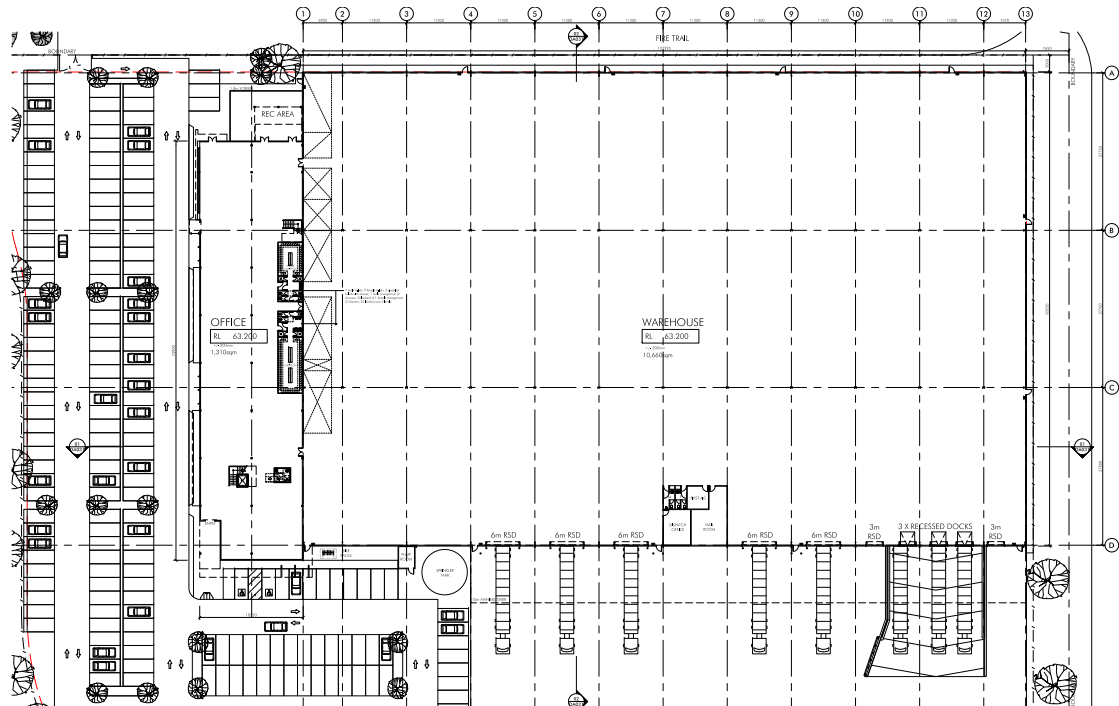


Figure 4: Proposed Brady Facility (Lot 1)

Voith Turbo Pty Ltd is a member of the worldwide Voith group of companies headquartered in Heidenheim, Germany. Voith Turbo is a leading manufacturer and distributor of drive systems for industry, rail, road and marine machinery.

The proposed Voith Turbo Facility (on Lot 4) would be used for warehousing and distribution of machinery parts, as well as dis-assembly, assembly, repair and spray painting of drive systems (eg. railcar couplings) and other components. The layout of the proposed facility, showing the proposed workshop area, is shown on **Figure 5**. The workshop area comprises approximately 2,933m² and the warehouse comprises an area of 1,028m². It is noted that the masterplan layout and the development schedules presented in Tables 2 and 3 above include an allowance for an additional future expansion of the warehouse/workshop of some 1,130m².

Proposed Internal Estate Access Road

The proposed new internal access road from Bellevue Circuit is required to provide access to proposed Lots 2 and 3 in Superlot A. Lot 4 (ie. the Voith Turbo Facility) would also gain light vehicle access from this road. The road has been designed in a manner that is consistent with the 'Local Road' design in the Greystanes SEL Urban Design Plan (UDP), as reproduced on **Figure 6** below. In this regard, the proposed road incorporates a 20 metre wide reservation, and would be constructed with a 14 metre width pavement comprising a single lane in each direction and parking aisle. The intersection of the access road and Bellevue Circuit would comprise a priority controlled (unsignalised) intersection. Buildings would be set back a minimum of 7.5 metres from the new access road, in accordance with the standards in the UDP.

DEXUS would construct the road in accordance with applicable Council standards and AS 2890.1:2004 and AS 2890.2:2002, and AUSTRROADS for heavy vehicles, as required under



condition 9 of schedule 3 of the project approval. As noted above, building setbacks would also comply with the standards in the UDP.

It is noted that, to enable the access road to be constructed strictly in accordance with AS 2890, the heavy vehicle driveway into the approved Warehouse B Facility has been amended slightly to form a 4-way intersection at this point. The intersection is shown on the proposed masterplan layout (see **Figure 3**). DEXUS would amend the approved Warehouse B Facility plans to reflect this minor change prior to construction of the facility.

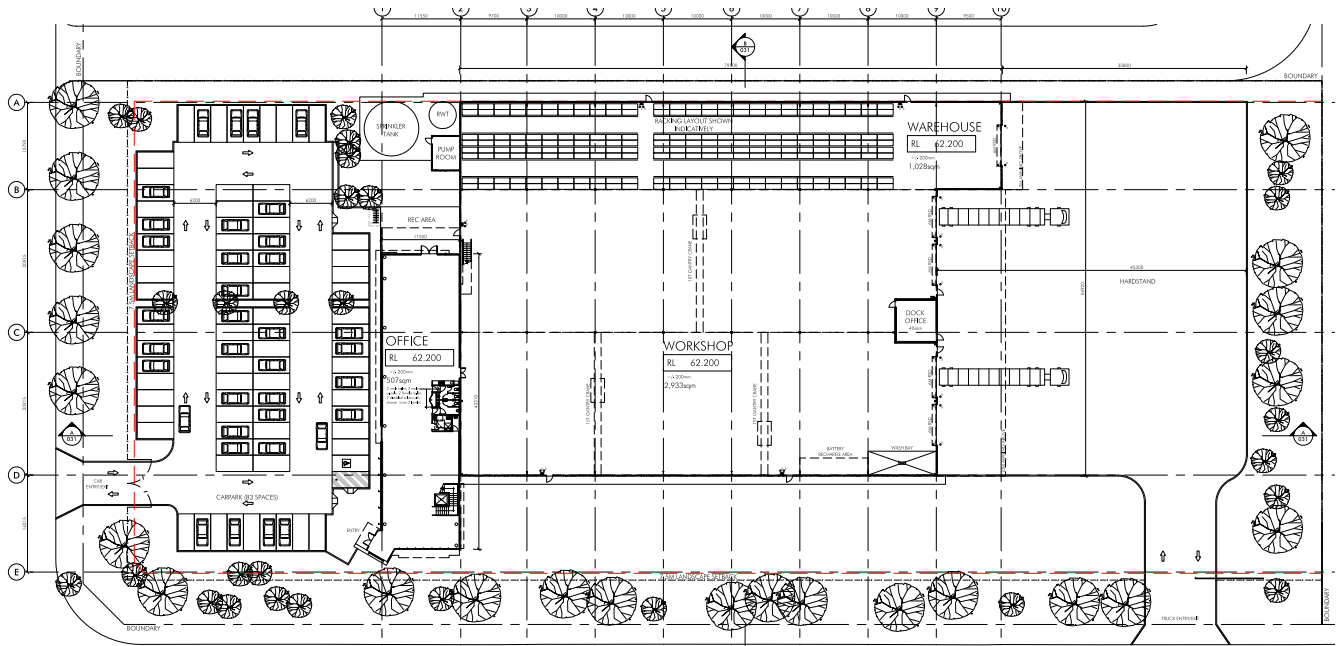


Figure 5: Proposed Voith Turbo Facility (Lot 4)

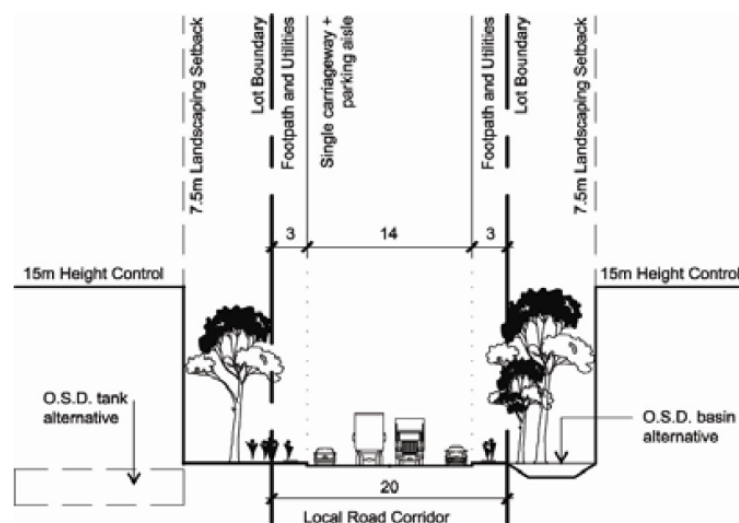


Figure 6: Local Road Cross Section (Source: Greystanes SEL Urban Design Plan)



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. H);
- *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. H); and
- *Appendix 2 – Subdivision Plan:* to update the subdivision plan (to MP08.06 Rev. H).

3 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 originally approved, as it:

- does not affect the predominant approved use for the estate (ie. warehousing and distribution, with ancillary office). The proposed industrial use for both the Brady and Voith Turbo Facilities essentially represent an ancillary or supplementary use to the warehousing and distribution uses of these facilities;
- is consistent with the IN2 Light Industrial zoning of the site under *State Environmental Planning Policy (Major Development) 2005*. The proposed Brady and Voith Turbo Facilities are considered to represent development for the purpose of light industry, which is permissible with consent in the IN2 zone (see **Table 4** below for further detail);
- 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 Bellevue Circuit); and
- would not result in any significant change to the environmental effects of the project (see Section 4).

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 and warehouse and distribution centres are permissible with consent. Light industry is defined² as a building or place used to carry out an industrial activity that does not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, etc. It is considered that the proposed Brady and Voith Turbo Facilities meet this definition, as the facilities are not expected to result in any significant environmental emissions (see Section 4 below).</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 maximum 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 RMS 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 RMS for comment.</p> <p>DEXUS has 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 4 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>

² As defined under the *Standard Instrument – Principal Local Environmental Plan*



<i>Instrument</i>	<i>Consideration</i>
	<p>The proposed Brady and Voith Turbo Facilities would involve the storage and handling of some dangerous goods. As detailed in Section 4, the proposed dangerous goods storage quantities do not exceed the screening thresholds in the Department's <i>Applying SEPP 33 Guideline</i>, and as such the proposed facilities are not considered to be a 'potentially hazardous industry'.</p> <p>Further, the facilities do not require an Environment Protection Licence under the <i>Protection of the Environment Operations Act 1997</i>, or involve significant environmental emissions. As such the proposed facilities are not considered to be a 'potentially offensive industry'.</p> <p>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.</p>
<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 4 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 maximum 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. The proposed modified masterplan layout removes the approved encroachment into the Reconciliation Drive setback (the modified buildings are set back further from Reconciliation Drive than the approved building layout), and does not affect the setbacks to the eastern side of Bellevue Circuit.

4 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 proposal does involve changes to the building layouts in Superlot A³. It is considered that the changes 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 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 masterplan creates 2 buildings facing Reconciliation Drive rather than the 1 large building in the approved masterplan, which would assist in reducing the scale and bulk of the facilities when viewed from this road; and• the revised masterplan has a lower gross floor area (GFA) and site cover than the masterplan as proposed under MOD 2 (see Tables 2 and 3);• the proposed buildings present to Reconciliation Drive in a better manner than the approved buildings, with offices 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; and

³ The proposed modification does not involve any changes to the building layouts of Superlots B and C.



<i>Issue</i>	<i>Consideration</i>
	<ul style="list-style-type: none"> the proposed new internal estate road would assist in providing visual relief and spacing between the industrial facilities in Superlot A. <p>In consultation for the proposal, Council recommended that the loading area for the Brady Facility be relocated to the eastern elevation in accordance with the approved masterplan. To address this issue, DEXUS has set the hardstand as far from the key Reconciliation Drive frontage as practicable, and incorporated generous landscaping to the Reconciliation Drive and Bellevue Circuit frontages. However, locating the loading area to the eastern frontage would require significant reductions in the generous building setbacks provided to Reconciliation Drive and Bellevue Circuit. It is considered that these setback reductions would offset any visual amenity improvements gained by locating the loading area to the east.</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>



<i>Issue</i>	<i>Consideration</i>
	<p data-bbox="427 309 699 338"><i>Stormwater Management</i></p> <p data-bbox="427 342 1359 495">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 data-bbox="427 499 1359 719" style="list-style-type: none"> <li data-bbox="427 499 1359 562">• on-site treatment (business park and retail areas only – ie. not in the DEXUS Estate); <li data-bbox="427 566 794 595">• gross pollutant traps in lots; <li data-bbox="427 600 1062 629">• stormwater drains/pipes in the internal road network; <li data-bbox="427 633 1326 663">• vegetated open bio-filtration channels around the perimeter of the estate; and <li data-bbox="427 667 1359 719">• a precinct detention basin at Widemere East, along with a 5 megalitre harvesting dam. <p data-bbox="427 757 1359 846">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 data-bbox="427 884 1359 1037">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 data-bbox="427 1075 1359 1232">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 data-bbox="427 1270 1359 1328">A review of the proposed modification to the masterplan has been prepared by Costin Roe Consulting, and is attached as Appendix D.</p> <p data-bbox="427 1366 1359 1487">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 data-bbox="427 1525 1359 1646">The revised Superlot A 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 Reconciliation Drive and Bellevue Circuit frontages.</p> <p data-bbox="427 1684 1359 1805">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 data-bbox="427 1809 1359 1930">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 data-bbox="427 1968 1359 2024">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</p>



<i>Issue</i>	<i>Consideration</i>
	<p>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 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>Although both the Brady and Voith Turbo Facilities are proposed to include some industrial uses, these activities (ie. screen printing, product assembly and disassembly, spray painting) are considerably less noisy than the heavy fabrication equipment modelled by Heggies. Consequently, 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>The Voith Turbo Facility would involve some spray painting activities, which would generate some fugitive emissions. To appropriately manage these emissions, the spray paint booth (approximately 32m²) would be constructed in accordance with the applicable Australian Standard, AS 4114:2003 <i>Spray Painting Booths</i>, including an appropriate exhaust air ventilation system.</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 Holroyd Council, including a meeting with Council on 25 January 2012.</p> <p><i>Traffic Generation and Road Network</i></p> <p>The traffic review notes that the revised masterplan would not change the traffic generation of the estate from that proposed in MOD 2, namely 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>



<i>Issue</i>	<i>Consideration</i>
	<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 performance of the proposed signalised intersections would be unchanged from that identified in MOD 2. That is, they would operate at levels of service C or better during the morning and afternoon peak periods in 2016, with average delays per vehicle less than 42 seconds per vehicle during peak periods.</p> <p>The review also includes SIDRA modelling of the intersection of Bellevue Circuit and the proposed new internal estate road. The analysis found that the intersection would operate with (highest) 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 intersection operation.</p> <p>As outlined in Section 2 above, to enable the new access road to be constructed strictly in accordance with AS 2890, the heavy vehicle driveway into the approved Warehouse B Facility has been amended slightly to form a 4-way intersection at this point.</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 A, 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 A, 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) for each superlot. 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 A 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 new estate access road would include pedestrian/cycle facilities in accordance with the applicable 'local road' design in the Greystanes SEL UDP. In this regard, the new road would include footpaths on both sides of the road (see Figure 6).</p>



Issue	Consideration																																																														
	<p>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.</p> <p>Table 5A: Superlot A Car Parking Compliance</p> <table><tr><th></th><th>GFA (m²)</th><th>Required Parking Spaces¹</th><th>Proposed Parking Spaces</th></tr><tr><td colspan="4">Brady Facility (Lot 1)</td></tr><tr><td>Warehouse</td><td>9,544</td><td rowspan="3">114</td><td rowspan="3">200</td></tr><tr><td>Workshop</td><td>1,116</td></tr><tr><td>Office</td><td>2,650</td></tr><tr><td colspan="4">Lot 2</td></tr><tr><td>Warehouse</td><td>20,700</td><td rowspan="2">99</td><td rowspan="2">100</td></tr><tr><td>Office</td><td>1,200</td></tr><tr><td colspan="4">Lot 3</td></tr><tr><td>Warehouse</td><td>25,800</td><td rowspan="2">149</td><td rowspan="2">113</td></tr><tr><td>Office</td><td>2,500</td></tr><tr><td colspan="4">Voith Turbo Facility (Lot 4)</td></tr><tr><td>Warehouse</td><td>1,028</td><td rowspan="3">82</td><td rowspan="3">83</td></tr><tr><td>Workshop²</td><td>4,063</td></tr><tr><td>Office</td><td>1,021</td></tr><tr><td colspan="4">Fujitsu Data Centre Facility (Lot 5)³</td></tr><tr><td>Warehouse</td><td>25,116</td><td rowspan="2">119</td><td rowspan="2">115</td></tr><tr><td>Office</td><td>1,394</td></tr><tr><td>Total</td><td></td><td>563</td><td>611</td></tr></table> <p>1 Based on 1 per 300m² for warehouse space, 1 per 77m² for industrial/workshop space and 1 per 40m² for office space.</p> <p>2 Includes a future expansion area of 1,130m²</p> <p>3 As previously approved</p>		GFA (m ²)	Required Parking Spaces ¹	Proposed Parking Spaces	Brady Facility (Lot 1)				Warehouse	9,544	114	200	Workshop	1,116	Office	2,650	Lot 2				Warehouse	20,700	99	100	Office	1,200	Lot 3				Warehouse	25,800	149	113	Office	2,500	Voith Turbo Facility (Lot 4)				Warehouse	1,028	82	83	Workshop ²	4,063	Office	1,021	Fujitsu Data Centre Facility (Lot 5)³				Warehouse	25,116	119	115	Office	1,394	Total		563	611
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Greenhouse Gas (GHG) and Energy Efficiency	<p>The proposal is not expected to significantly change the total greenhouse gas (GHG) emissions associated with operation of the DEXUS Estate. Although the industrial uses associated with the proposed Brady and Voith Turbo Facilities would likely generate greater GHG emissions than the approved warehousing operations for these facilities, the reduction in overall gross floor area for the estate would likely offset this increase.</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>																																																														
Hazards	<p>The proposed Brady and Voith Turbo Facilities would involve some storage and handling of dangerous goods.</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> <p>In this regard, an analysis of dangerous goods storage will be undertaken for the Brady and Voith Turbo Facilities, in accordance with the Department of Planning and Infrastructure's <i>Applying SEPP 33</i> guideline and to the satisfaction of the Department, prior to the construction of these facilities.</p>																																																														



Issue	Consideration
<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 is not expected to affect the capacity of utilities and services associated with the approved project.</p>

5 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 Civil Report (incorporating Estate Stormwater Management Strategy Review)
Appendix E Estate Traffic Review
Appendix F Superlot C Access and Internal Design Assessment



APPENDIX A



APPENDIX B



APPENDIX C



APPENDIX D



APPENDIX E



APPENDIX F