



Planning &
Infrastructure

**TRANSITIONAL PART 3A PROJECT
ASSESSMENT**

**Section 75W Modification Request
DEXUS Industrial Estate, Greystanes
Southern Employment Lands, Holroyd
Local Government Area
(MP08_0259 MOD 5)**



Director-General's
Environmental Assessment Report
Section 75W of the
Environmental Planning and Assessment Act 1979

May 2013

Cover Photograph: Indicative perspective – proposed Roche facility, viewed from street frontage, Basalt Rd, DEXUS Estate – NettletonTribe Architects 2012

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1.0 BACKGROUND

This section 75W modification request (MP08_0259 MOD 5) relates to the Roche Diagnostics Australia facility, which is located within the Dexus industrial estate. The proposal is for changes to the overall project approval to facilitate the construction of a new warehouse and distribution facility within superlot C on the estate, for Roche Diagnostics Australia Pty Limited (Roche), a research-based healthcare company. The 47 hectare Dexus estate forms part of the 156 hectare Greystanes Southern Employment Lands (SEL). The Greystanes SEL and Dexus estate are located within the confines of the former Prospect Quarry, which is adjacent to Prospect Reservoir, Prospect Hill and Nelsons Ridge (Refer to **Figure 1**). Quarry walls up to approximately 40m to 60m high from the former quarrying process are the back drop to the estate and the site, refer to **Figure 3**.

The Greystanes SEL along with adjoining Northern Employment Lands (NEL) have been identified in the NSW Government's Metropolitan Strategy as being of regional and state significance for employment and investment. State Environmental Planning Policy (Major Development) and the Greystanes SEL concept plan approval (MP06_0181) provide the planning regime and development controls for the SEL and the site, as detailed below.

Concept Plan and Project approval - MP06_0181 – Greystanes SEL

On 20 July 2007, the then Minister for Planning approved a concept plan and project application (MP 06_0181) from Boral Limited (Boral) for the Greystanes SEL under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Concept plan approval was granted for:

- subdivision into industrial and business park precincts;
- a maximum gross floor area of 493,215m²;
- a conceptual road design;
- floor space ratio of 0.75:1 for development within the industrial precinct, and 1:1 for the hotel development; and
- urban design controls including height, landscaping and open space.

Project approval was granted for:

- a 75 lot community title subdivision;
- creation of 3 lots for business park and service retail use;
- construction of major infrastructure; and
- dedication of roads and transit corridor as public roads.

The approval MP06_0181 was subsequently modified on two occasions on 11 January 2008 and 13 August 2009, including modification to create an additional lot, to make a number of lot boundary adjustments, to reduce the spine road width and establish design controls for the construction of the spine road and southern road connection.

Project Approval – MP08_0259 – Dexus Estate

On 8 November 2009, the then Minister for Planning approved a project application from DEXUS Funds Management Limited (the proponent) under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) for the development of the eastern portion of the Greystanes SEL, for the DEXUS Industrial Park Estate. The site locality plan is shown in **Figure 1**.

The project approval provides for the construction and operation of a range of warehouse and storage/distribution facilities throughout three 'superlots' within the estate. The project application approved building footprints as well as approximate floor space, site cover and landscaping provisions. Conditions imposed on the project application approval require detailed architectural plans, landscape plans, stormwater and site management plans to be submitted to and approved by the Director-General prior to the construction of each warehouse/industrial facility. The currently approved layout of the Dexu estate is shown in **Figure 2**.

Figure 1 - Locality Plan for Dexu Estate



The Dexu Estate is being developed on a staged basis as end users for the facilities occur. To date, 10 end-user facilities have been approved by the department across the estate, as follows (see **Figure 2 and 3**):

- Solaris Paper Facility in superlot B (building completed);
- Symbion Health Facility in superlot B (building completed);
- Fujitsu Data Centre in superlot A (under construction);
- Warehouse A in superlot B (building completed);
- Warehouse 8 and Warehouse 9 in superlot C (building completed);
- Brady Australia (completed) and Voith Turbo Facilities (pending construction) in superlot A;
- Warehouse 10 (pending construction) in superlot C and
- Blackwoods Facility in superlot B (commenced construction)

The approved project has been previously modified on four occasions:

- Modification No. 1 - On 20 August 2010, the Executive Director – Major Projects Assessment approved a modification to allow for the manufacturing of paper products within the Solaris Paper Facility on Lots 8 and 9 (now combined to form Lot 7) of superlot B;
- Modification No. 2 - On 14 March 2012, the Director – Metropolitan & Regional Projects North approved a modification involving amendments to the layout of superlot C, including deletion of the southern portion of Bellevue Circuit on the eastern side of the lot; and
- Modification No. 3 - On 4 May 2012, the Director – Metropolitan & Regional Projects North approved a modification involving changes to the masterplan layout of Superlot A including subdivision of 2 lots into 4 lots, addition of an access road to service the additional lots, and allowing light industrial use of 2 facilities (Brady and Voith Turbo).
- Modification No.4 – On 6 March 2013, the Executive Director – Development Assessment Systems and Approvals approved a modification for amendments to building footprints and envelopes, gross floor area and floor space ratio of the approved Fujitsu data storage facility on Lot 14 in DP 270644 within superlot A.

Figure 2 - approved Dexu estate project approval, as previously modified under MOD No. 4

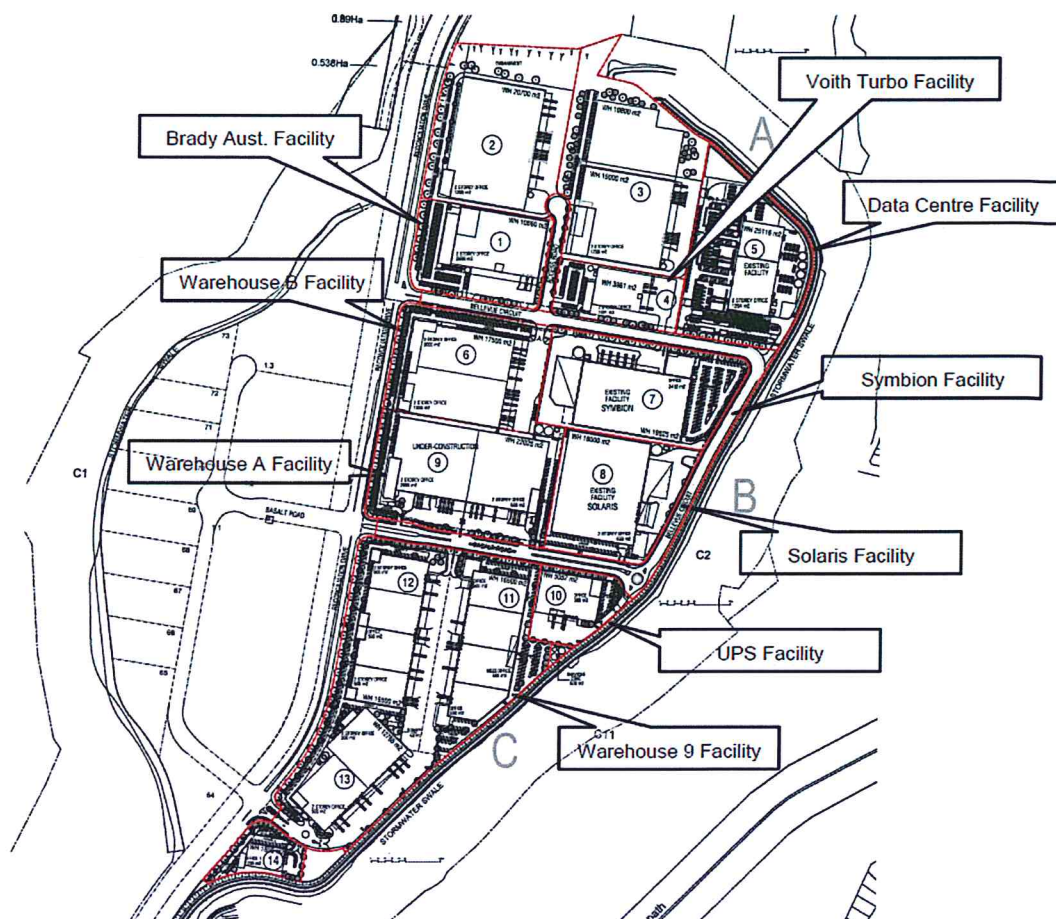


Figure 3:- Aerial photo showing the facilities already constructed within the estate, including the site of the proposed Roche Facility.



2.0 PROPOSED MODIFICATION

On 19 December 2012, Dexus Property Group submitted a request to modify the project approval in relation to the development of part of Lot 25 in superlot C. The modification involves changes to the approved footprint of one of the buildings on (proposed Lot 13) of superlot c by dividing that building into two separate warehouse buildings, one of which is to be used by Roche as a warehouse and distribution facility.

In addition to the proposed modification, the proponent has provided detailed architectural design plans to the Department for the proposed Roche facility and has separately sought preconstruction approval. The matter of the pre-construction approval is dealt with separately and therefore does not form part of this assessment report.

The proposed modifications include:

- the splitting of the approved warehouse on proposed Lot 13 into 2 new detached warehouse buildings;
- the use of the northern most of the two new buildings by Roche for warehousing and distribution;
- the future use of the southern most building for warehousing and distribution;
- extension of the 'southern' access road from Reconciliation Drive further into the site; and
- changes to the approved subdivision plan to reflect the new subdivision pattern and create proposed Lot 13 and 14.

Under the original project approval, the southern access road extended all the way around the eastern side of superlot C but was subsequently modified as part of MOD 2. It is now proposed to reinstate part of the road to provide separate accesses to the 2 detached buildings proposed under MOD 5.

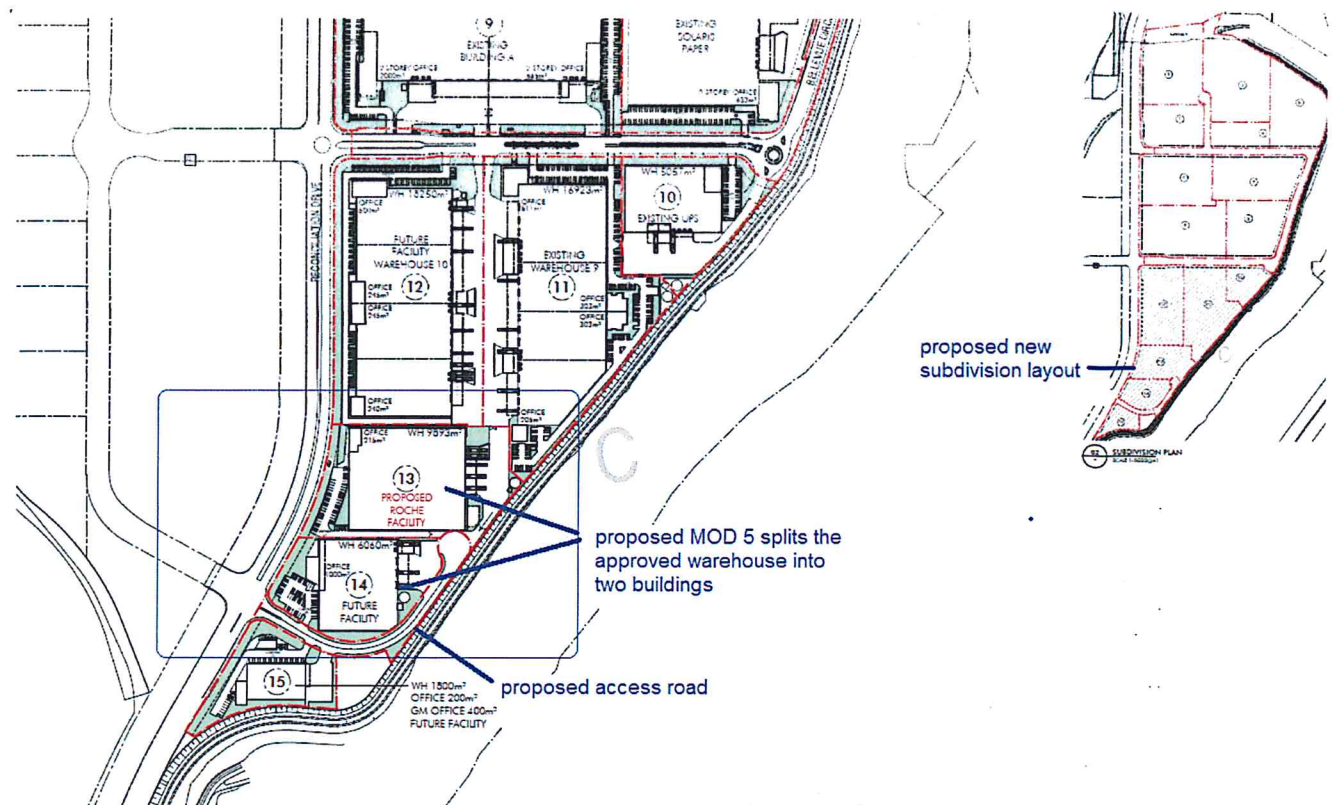
The proposed changes from the project approval are identified in **Table 1** below. As illustrated, there is no change proposed to the already approved height (maximum of 15m allowed) or FSR of 0.57:1 (max of 0.75:1 allowed). A total of 1773 car parking spaces are proposed, which is well in excess of the 1402 spaces required.

Table 1: Comparison of approved and proposed development

Aspect	Total approved for Dexus Estate under Project Approval	Total approved under last MOD (MOD 4)	Total now proposed for Dexus Estate under MOD 5
Total building area	241,765m ²	250,998	252,277m ²
Site cover	54% (average)	59% (average)	60% (average)
FSR	0.51:1	0.57:1	0.57:1
Landscaped areas	67,785 m ² (16%)	63,372 m ² (14%)	60,479 m ² (13.7%)
Height	15-40m	15-40m	15-40m
Car parking Required	1,264	1,430	1,402
Car parking Provided	1,403	1,786	1,773

The proposed changes to the current approved layout of superlot C are illustrated in **Figure 4** below.

Figure 4 – Proposed MOD 5



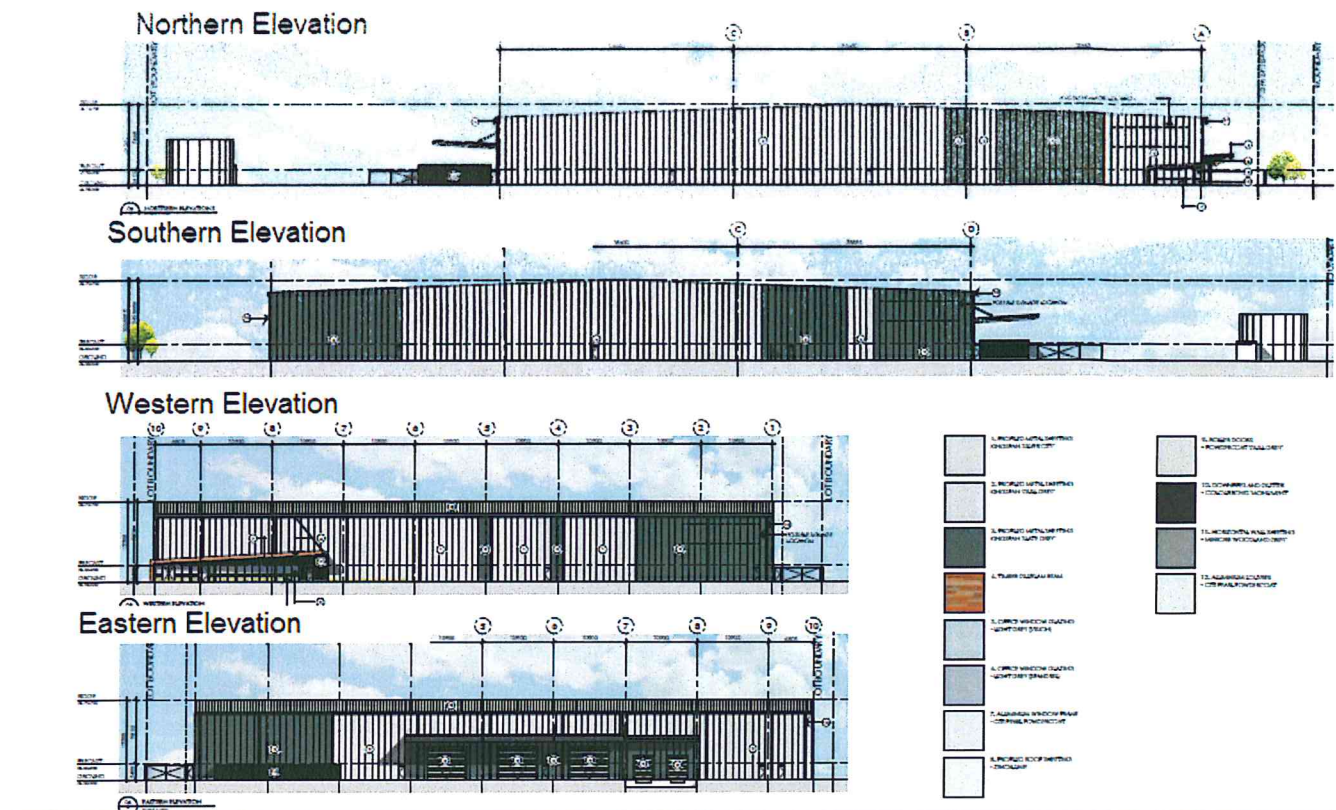
The proposed Roche facility (See proposed elevations in **Figure 5**) will be used for warehousing and distribution of pharmaceutical products, with ancillary office space. The warehouse would include an ambient temperature warehouse along with a temperature-controlled warehouse (coolroom and freezer) for storage of some pharmaceutical products.

In addition to the proposed changes to the project approval to facilitate the two new buildings (including the Roche Facility) on superlot C, the proponent has requested some minor modifications to the approved layout, with respect to superlots A and B. These proposed changes include updating the overall site layout to reflect the following:

- the approved modifications to the Data Centre Facility on Lot 5, as approved by the department on 6 March 2013 under MOD 4 and pre-construction plans;
- the approved pre-construction plans for the Blackwoods Facility on Lot 6, as approved by the department on 25 March 2013; and
- the proposed future expansion of the Voith Turbo Facility on Lot 4 which was approved by the Department on 4 July 2012. The application for the facility noted that the warehouse expansion would be subject to a future application, and the development area schedule includes the expansion. However, the approved site plan itself did not depict the expansion area.

As all of the proposed changes to superlots A and B detailed above have been previously approved by the department in either formal modifications or pre-construction approvals, it is not considered necessary to amend the project approval; and therefore these matters have not been considered in this assessment report and do not form part of the modified approval.

A link to the proponent's modification request and EA is included at **Appendix A**.

Figure 5 – Proposed Roche Facility

3.0 STATUTORY CONTEXT

3.1 Modification of the Minister's Approval

The application seeks to modify the project approval under section 75W of the Act in the manner listed above, in section 2.0.

The approval for Major Project 08_0259 was granted in accordance with Part 3A of the EP&A Act under section 75J, and is subject to the transitional provisions following the repeal of Part 3A on 1 October 2011. In accordance with clause 3 of Schedule 6A of the Act, section 75W of the Act (as in force immediately before its repeal on 1 October 2011 as modified by Schedule 6A), continues to apply to transitional Part 3A projects.

The department is of the view that the application may be considered and approved as an application to modify a project approval under section 75W of the EP&A Act given that modification does not alter the purpose of the project; with the modified development merely involving splitting an already approved warehouse facility into two separate warehouse buildings.

Section 75W of the EP&A Act provides the Director-General with scope to issue environmental assessment requirements (DGRs) that must be addressed with respect to the proposed modification. As the modification relates only to minor changes to the approved footprint (ie splitting one building into two buildings of a similar height and scale) and changes to the proposed access road, it was considered unnecessary to notify the proponent of any further environmental assessment requirements. The assessment submitted with the application addressed the original DGRs.

3.2 Delegated Authority

On 23 September 2011 the Minister for Planning and Infrastructure delegated his functions to determine modification requests to the Director, Major Projects Assessment Metropolitan and Regional Projects North, where:

- the relevant local council has not made an objection; and
- a political disclosure statement has not been made; and
- there are less than 10 public submissions in the nature of objections.

Holroyd City Council (council) has made a submission providing comments on the modification and included recommended conditions related to matters such as fencing, materials and finishes, landscaping engineering and traffic and waste management. Council has not objected to the proposed modification.

There have been no public submissions received in relation to the proposal. No political disclosure statement has been made for this application. Accordingly the application is able to be determined by the Director, Metropolitan and Regional Projects North, under delegation.

3.3 Permissibility

The site is zoned IN2 – Light Industrial under Part 22 'Greystanes Southern Employment Lands site' of schedule 3. State Environmental Planning Policy (Major Development 2005). Warehouse or distribution centres are permissible uses within this zone. The proposed Roche facility will be used for storage and distribution of chemicals/ pharmaceutical products with some ancillary office space.

The objectives of the IN2 zone include the following relevant objectives:

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

The modified development will remain consistent with relevant zone objectives, and provide for the continued use of the land for a warehouse related land use and technology based activity.

4.0 CONSULTATION AND SUBMISSIONS

Under section 75W of the EP&A Act, it is at the department's discretion whether a modification request is required to be publicly exhibited. Given the nature of the proposed modification, relationship and distance to development outside the estate, public exhibition was not undertaken. Under section 75X(2)(f) of the EP&A Act, the Director-General is to make publicly available requests for modifications of approvals given by the Minister. In accordance with clause 8G of the Environmental Planning and Assessment Regulation 2000, the request for modification was made publicly available on the department's website.

Holroyd City Council Referral

The modification request was referred to council for comment. Council provided a number of comments with regard to the Roche Facility relating to building height and layout, materials and finishes, landscaping, engineering matters such as the design of the vehicle crossing, stormwater quality, traffic and parking; and the requirement to submit a BCA report.

Proponent's Response

The proponent's response to all of the matters raised by Council in relation to the Roche Facility is reproduced in **Annexure B**. The proponent has made some minor changes to the architectural plans and landscape plans for the Roche Facility and submitted these on 27 February 2013. The main modifications to the plans involve additional colour variation to the building facades, identifying the waste storage locations, and addition of Cumberland Plain Woodland (CPW) tree species on the landscape plans.

Department Comment:

It is noted that Council's comments on the proposal are largely generic in nature and a majority of the matters raised relate to the pre-construction approval and are therefore of minimal relevance to this modification.

It is considered that the matters raised by Council have been adequately addressed by the amended plans and the comments provided in **Annexure B** above. Any other minor matters raised by Council can be dealt with as part of the existing pre-construction approval requirements in the existing conditions of the project approval, following determination of this modification request.

Roads and Maritime Services (RMS) Referral

The modification request was referred to RMS for comment on 27 February 2013. RMS provided the following comments on the modification:

RMS Comment

- RMS is currently working with DEXUS and Holroyd Council to signalise the intersections of Reconciliation Road and Basalt Road and Reconciliation Road and Bellevue Circuit. Currently there are no proposals to signalise the southern access road to the DEXUS estate.
- The approved superlot C plan provides wide and convenient vehicular connection between Basalt Road and southern access road. Vehicles accessing the superlot C will have the option to enter/exit superlot C safely via the intersection of Reconciliation Road and Basalt Road when it is signalised. It is particularly critical for vehicles turning right turn into and out of the site.
- The proposed plan seems to be restricting the vehicular connection between Basalt Road and southern access road. RMS recommends a full and convenient vehicular

connection between Basalt Road and southern access road be maintained to provide safe access to superlot C.

Department Comment:

In response to RMS comments, the proposal does not involve any modification to the approved access arrangements between Basalt Road and the southern access road. It is considered that the proposal will provide safe access to superlot C, in accordance with RMS requirements.

5.0 ASSESSMENT

The department has reviewed the proposed modification and considers the key issues for consideration to be consistency with and variations from relevant controls in the MD SEPP and the concept plan, built form and design, and potential impacts on state heritage.

5.1 - Relevant EPIs, Policies and Guidelines

The modification has been assessed against the provisions of relevant EPIs, policies and guidelines and in particular:

5.1.1 - Consistency with State Environmental Planning Policy (Major Development) 2005 and Greystanes Southern Employment Lands Concept Plan (MP06 0181)

The department agrees that the proposal is generally consistent with the originally approved EA and subsequent modifications. It is considered that the proposal represents a minor modification of the project as originally approved under MP08_0259 as it:

- does not affect the approved land uses for the estate (ie. warehousing and distribution, with ancillary office);
- does not significantly affect the key aspects of the masterplan, including the broad superlot layout, the 3 key intersections with Reconciliation Drive and the key internal road network (ie. the ring road formed by Basalt Drive and Bellevue Circuit);
- is consistent with the IN2 Light Industrial zoning of the site under State Environmental Planning Policy (Major Development) 2005; and
- is generally consistent with the key parameters set for the site (including height, FSR, car parking and landscaped area) approved under the project approval and subsequent modifications

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. Consideration of these standards is provided in **Appendix C**. In summary, the project remains in compliance with all of the development standards within the MD SEPP.

5.2 - Consistency with the Dexus Estate project approval – MP08_0259

The proponent has provided details of the cumulative impact of the modification on various development aspects or elements of the existing estate project approval, as they apply to the whole estate. As illustrated in **Table 1** (Refer to **Section 2.0**), there is no change proposed to the already approved height (maximum of 15m allowed), FSR of 0.57:1 (max of 0.75:1 allowed). The proposed landscaped area is 13.7 %, which is similar to the 14% approved under MOD 4. A total of 1773 car parking spaces are proposed, which is well in excess of the 1402 spaces required. In essence the proposed modification is considered to be generally consistent with MP08_0259.

5.3 Building Design and Visual Impact

It is the department's view that the proposed modifications to the layout of the project with respect to superlot C, would not result in any adverse impacts on the design quality of the project or visual amenity of the locality. The revised layout is generally consistent with the project approval and will result in two smaller buildings of a similar height and scale to the one approved building.

The proposed splitting of the warehouse on superlot C into 2 detached buildings is not expected to result in any adverse visual impacts, and indeed would generally improve the visual amenity of the estate, as:

- the proposed modification creates 2 smaller scale buildings facing Reconciliation Drive rather than the 1 larger building in the original approved layout. This would generally assist in reducing the scale and bulk of the facilities when viewed from this road; and
- the proposed buildings have on average 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 the public domain.

5.4 Traffic and Parking

A traffic review of the proposed modification has been prepared by traffic consultants Colston Budd Hunt & Kafes, and submitted with the modification request. The traffic review notes that the revised project would not change the traffic generation of the estate, namely some 1,500 to 1,700 vehicles per hour two-way (in + out) during the morning and afternoon peak periods. The traffic assessment for the original 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.

The DEXUS Estate as proposed would therefore generate considerably less traffic during peak periods than was previously assessed, and hence the road network would be able to cater for the proposed modification. 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 the approved project.

5.5 Access and Circulation

The internal road network within the DEXUS estate has been designed to accommodate industrial traffic, including B-doubles, with all access arrangements designed in accordance with Australian Standards for offstreet car parking facilities (AS2890.1-2004) and off-street commercial vehicle facilities (AS2890.2-2002).

A review of the proposed access and internal design has been undertaken by traffic consultants Traffix, and is attached to the EA. This review informed the road design of the revised layout for Superlot C, and includes swept path analysis demonstrating that the proposed precinct has been designed in accordance with AS 2890.

As noted, the proposal does not involve any modification to the approved access arrangements between Basalt Road and the southern access road in compliance with RMS requirements.

5.6 Pedestrian and Bicycle Facilities

The proposed extension to the southern access road will remain as an internal estate road and would include a pedestrian footpath of 1.2 metre width on one side of the road to facilitate pedestrian movement.

As required under the project approval, prior to operation of each building, DEXUS is required to provide relevant pedestrian and bicycle access on the internal roads in accordance with the SEL concept plan and the Greystanes SEL Urban Design Plan (UDP), and provide suitable parking for bicycles and associated facilities.

5.7 Car Parking

The proposed modification complies with the car parking rates in the Greystanes SEL Urban Design Plan (UDP). As indicated in **Table 1 (Refer to Section 2.0)**, proposed parking for the overall DEXUS Estate is 1773 spaces, which exceeds the minimum required under the UDP of 1402 spaces.

As identified in the traffic report (refer to **Section 5.4**), the increased parking will generate considerably less traffic during peak periods than was previously assessed, and hence the road network would be able to cater for the proposed modification. The analysis found that the performance of the proposed signalised intersections would be unchanged from that identified in the approved project.

5.8 Stormwater

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 construction of the estate stormwater infrastructure has been approved as part of Boral's Greystanes SEL project approval. The Stormwater Maintenance Plan also includes a stormwater monitoring program for the estate.

A review of the proposed modification has been prepared by Costin Roe Consulting, and is included as Appendix N4 of the EA. The review notes that the original Stormwater Management Strategy – including onsite 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).

The revised superlot C masterplan achieves a 13.7% landscaping area, just marginally below the 14% pervious area assumed in the Stormwater Management Strategy. The stormwater review notes that this shortfall is not significant.

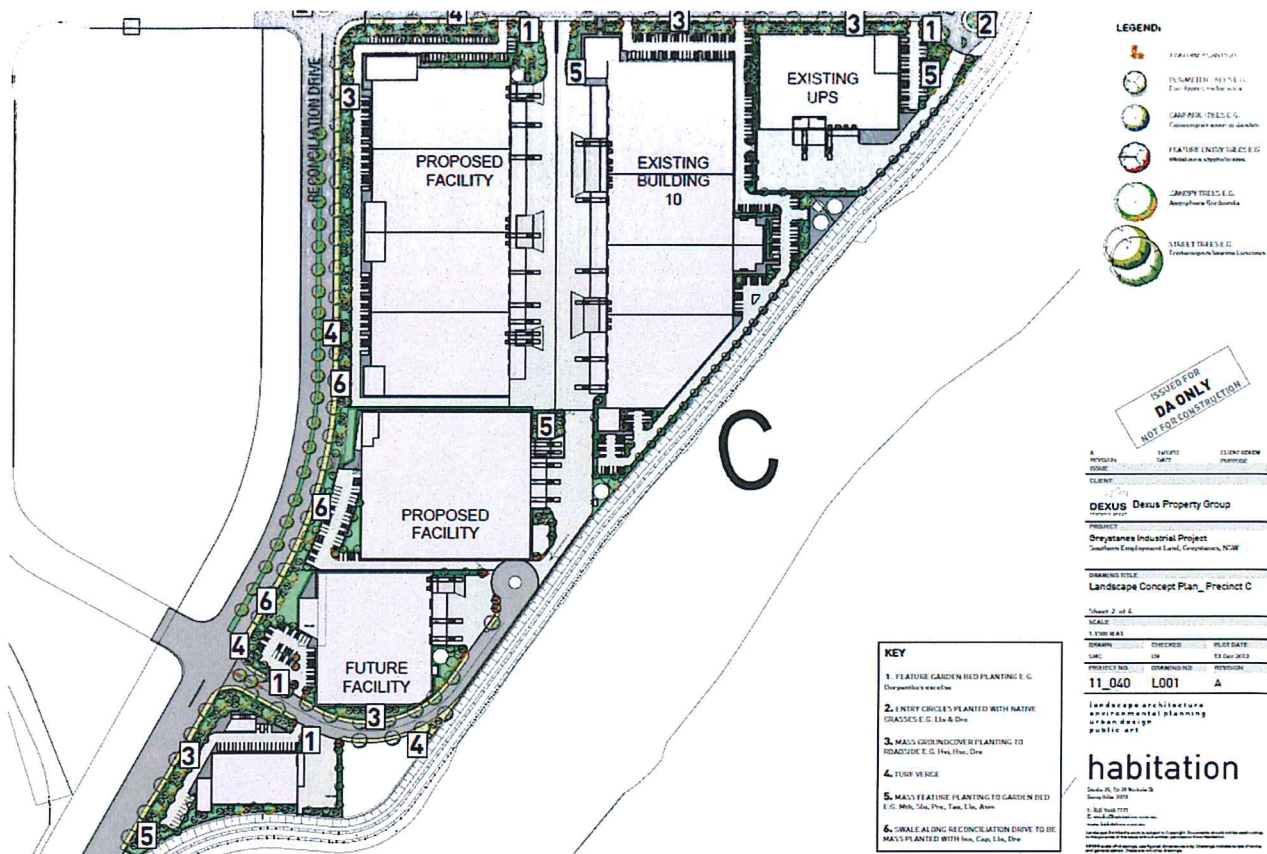
It is noted that the pervious area on other superlots, most notably superlot B, also falls short of the 14% target. To address this shortfall, development lots that fall short of the 14% target have incorporated a number of engineering measures to increase the effective pervious area of the site up to the minimum target value. These measures include the provision of permeable paving, bio-retention swales; and/or site-based rainwater harvesting.

As required under the project approval, DEXUS is required to 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.

5.9 Landscaping

Approximately 13.7% landscaped area is proposed for superlot C, which is just below the 14% landscaped area approved under MOD 4. This level of landscaping is considered acceptable. The proposed Landscape Concept Plan is provided in **Figure 6** below.

Figure 6 - Proposed Landscape Concept – Superlot C



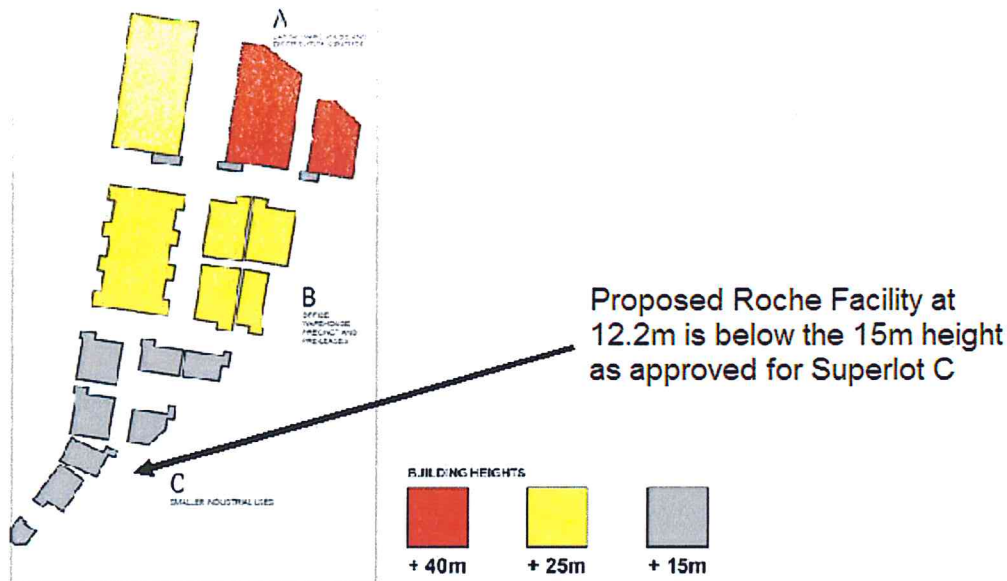
5.10 Height and Visual Impact

A height envelope ranging between 15 and 40 metres was established for the site as illustrated in **Figure 7** below. As shown, superlot C has a maximum permitted height of 15m. The proposed Roche facility with a maximum height of 12.2m is well below the approved height envelope.

The proposed modification is therefore consistent with MP08_0259 and the strategies and management principles in the original visual impact assessment which established the height envelope for the site; and therefore there are no further expected visual impacts.

Figure 7 - Height Envelope Plan

(Showing Indicative 15-40m high building envelope on the site, as approved under MP08_0259)



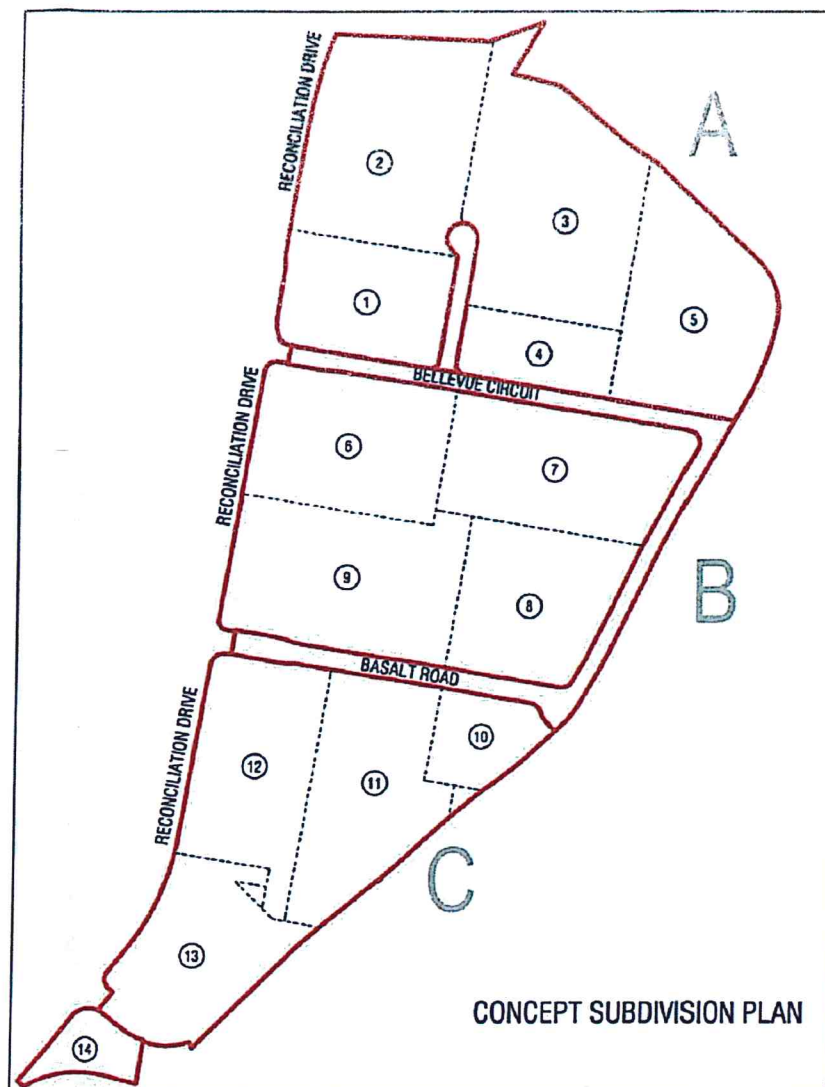
5.11 Modification to Subdivision Layout

The project approval (under MOD 3) gives approval for five new lots (lots 10-14) within superlot C, as shown at **Figure 8**. As part of the current modification request, the proponent now seeks to subdivide proposed lot 13 into two smaller lots. This will increase the number of lots within superlot C from five to six; and the overall number of lots within the Dexu Estate from 14 to 15.

The modification proposes to subdivide lot 13 into two lots (13 and 14) with site areas of 17979 sq m and 11689 sq m respectively (Refer to **Table 2**). The Roche facility is proposed to occupy future Lot 13. There is no end user for proposed lot 14 at this stage. **Figure 8** below shows the layout of Superlot c as proposed to be modified.

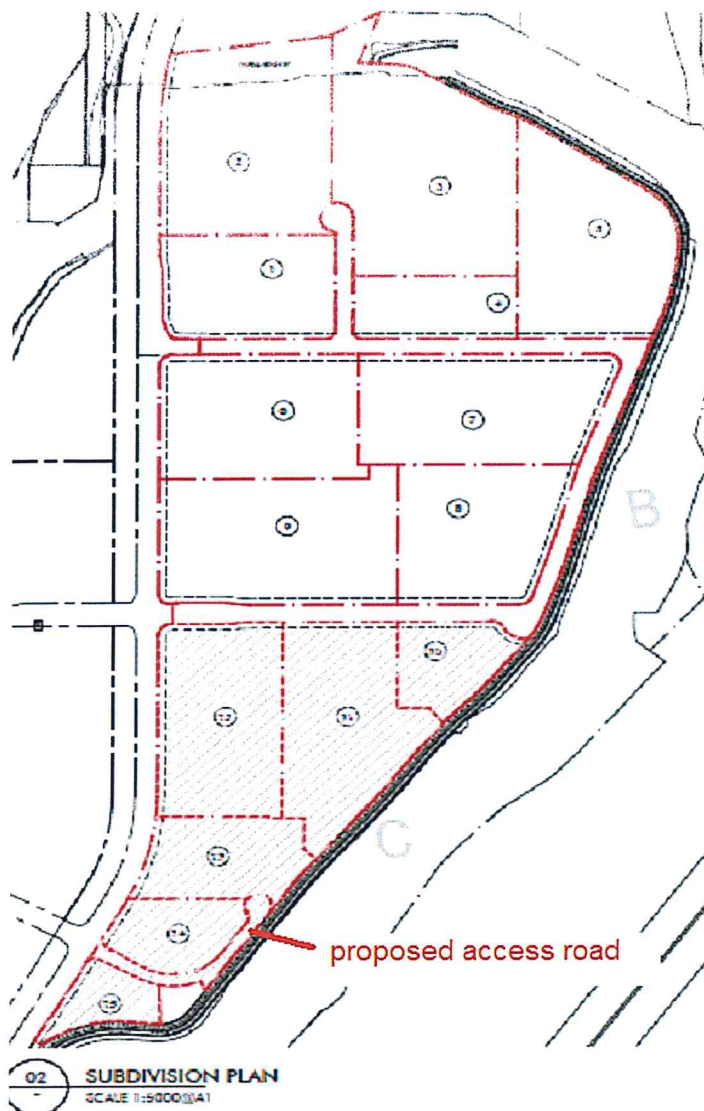
Table 2 – Proposed Lot sizes superlot C

Proposed Lot (superlot C)	Site Area
Lot 10	12450
Lot 11	34625
Lot 12	33900
Lot 13	17979
Lot 14	11689
Lot 15	7601
Total	118244

Figure 8 Approved Subdivision Layout (MOD 3)

The proposed modification also includes an internal access road off Reconciliation Drive to service proposed Lots 13 and 14 within superlot C. The road has been designed in a manner that is consistent with the Local Road design of the Greystanes SEL Urban Design Plan (UDP), and is proposed to be constructed in accordance with council and AUSTRROADS standards for heavy vehicles, as required as part of the project approval. **Figure 9** shows the location of the proposed internal access road.

The department raises no concern with the proposal to subdivide the approved lot into two smaller lots; or the inclusion of an internal access road to service these lots, provided the road is constructed in accordance with the Greystanes SEL UDP and standards required in accordance with the project approval.

Figure 9 Proposed Subdivision Layout under MOD 5

6.0 CONCLUSION

It is considered that the proposal, as modified, remains consistent with the larger scale industrial and warehouse development as assessed under the original project approval.

The modifications do not alter the overall nature of the approved development for warehousing and distribution facilities, nor does it introduce any expected detrimental environmental, social or economic impacts upon the site or surrounding locality, due to the location of the subject site within the industrial estate, a former quarry.

As the proposal involves splitting of one approved building into two, with no change to the overall approved height or floor space ratio there will be little if any impact on the environment. The department therefore recommends the modification application be approved.

7.0 RECOMMENDATION

It is recommended that the Director, Major Projects Assessment Metropolitan & Regional Projects North:

- 1) As delegate of the Director-General of the Department of Planning and Infrastructure (subject to the delegations of 23 September 2011) approve the proposed modifications to the project approval for MP 08_0259 under section 75W of the EP&A Act, as detailed in **Section 2** of this report; and vary the conditions of approval as set out in the modifying instrument contained at **Appendix D**.

Lynne Sheridan
Senior Planner


Director 22/5/13
Major Projects Assessment
Metropolitan & Regional Projects North

Approved by: 

APPENDIX A

Proponent's application and Environmental assessment see following link:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5760

APPENDIX B - Proponent's Response to Council Comments**Table 2: Proponent's Response to Council Comments**

Council Comment	Response
Roche Facility	
Planning Comments	
1. Building height, subdivision layout, building envelope, road layouts and setbacks in approved masterplan	The MOD 5 Environmental Assessment, and the pre-construction documentation for the Roche Facility, address these matters. In this regard, the Roche Facility has been designed in consideration of, and in accordance with, the development controls in the approved masterplan for the DEXUS Estate.
2. Western elevation fronting Reconciliation Dr – consider range of colours and finishes to improve amenity	In accordance with Council's comments, DEXUS has incorporated additional colour variation on the western façade of the warehouse, comprising alternating panels of grey shading. The revised elevation is attached (see Appendix D of EA).
3. Sprinkler tanks colour	The sprinkler tanks, pumps and structures have been located towards the rear of the site, well removed from the public domain, and will be of a non-reflective colour (galvanised matt finish, similar to other existing water tanks in the DEXUS Estate).
4. Variations to masterplan require modification	The Department has confirmed that the Roche Facility requires a modification to the project approval for the estate. In this regard, the Roche Facility has been accompanied by a modification application (ie. MOD 5).
5. Fencing	The fencing for the Roche Facility has been prepared in accordance with the approved Estate Fencing Strategy, which is based on the Urban Design Plan for the Greystanes SEL.
Landscape Comments	
6. Landscape plan to be prepared by qualified landscape architect.	The landscape plan has been prepared by qualified landscape architects Habitation.
7. CPW species to be consistent with landscape masterplan for estate	The Landscape Plan has been amended to incorporate additional CPW tree species, in a manner that is consistent with the estate Landscape Masterplan. The revised Landscape Plan is attached in Appendix E of EA .
8. Drip irrigation	The Roche Facility would incorporate a drip irrigation system, connected to the proposed onsite rainwater tanks.
9. Landscaping to be consistent with landscape masterplan for estate	The Landscape Plan for the Roche Facility has been prepared in a manner that is consistent with the estate Landscape Masterplan.
Engineering Comments	
10. Vehicular crossings	Vehicular crossings have been designed to comply with Council's vehicular crossing policy.
11. On-site detention	The Roche Facility has been designed to meet the impervious surface standards assumed in the estate Stormwater Management Strategy, and is therefore consistent with the design intent for the community detention basin. Refer to the MOD 5 Environmental Assessment and Stormwater Management Plan for the facility for detail.
12. Stormwater design	The Stormwater Management Plan has been prepared by a qualified hydraulics engineer, Costin Roe.
13. Overland flow paths	Overland flows would present from upslope sites (ie. Warehouses 9 and 10). Overland flow paths are shown on the Stormwater Management Plan (as arrows).

Council Comment	Response
14. Address stormwater measures (source control) in Precinct Plan	The Stormwater Management Plan for the Roche Facility has been prepared in accordance with the Stormwater Management Strategy for the employment lands, and is consistent with other Stormwater Management Plans for facilities within the DEXUS Estate. Refer to the MOD 5 Environmental Assessment and Stormwater Management Plan for detail.
15. Compliance with water quality and quantity controls	Stormwater quantity and quality has been comprehensively assessed as part of the approved DEXUS Estate project. The Stormwater Management Plan for the Roche Facility has been prepared in accordance with the Stormwater Management Strategy for the employment lands, and is consistent with other Stormwater Management Plans for facilities within the DEXUS Estate. Refer to the MOD 5 Environmental Assessment and Stormwater Management Plan for detail.
Traffic Comments	
16. Separation to cul-de-sac	As detailed in the Access Design Statement for the project, the access has been designed, and would be constructed, in accordance with AS2890. As noted in the Statement, although the driveway is narrower than the recommended standard, the swept path analysis demonstrates adequate access is provided. It is noted that the cul-de-sac is an internal estate road, and is not a public road.
17. Road design	All parking spaces, driveways and loading areas have been designed, and would be constructed, in accordance with AS2890.
18. Disabled parking	Disabled parking has been designed, and would be constructed, in accordance with AS2890.
19. Pedestrian and cyclist requirements	Pedestrian and cyclist facilities (inc. paths, bike racks, amenities/showers) have been provided, and are shown on the architectural plans.
20. Separation of heavy vehicle and light vehicle driveways	Separate heavy vehicle and light vehicle driveways have been provided, as shown on the architectural plans.
21. Swept paths	Swept paths are provided on the plans for the largest vehicle proposed to access the site (ie. 19 metre articulated, with adequate capacity for b-doubles to enter and exit in a forward direction).
22. Driveway signage	All entry/exit points would be appropriately signposted and linemarked in accordance with AS2890.
23. Directional arrows for internal circulation	All internal entry/exit points would be appropriately signposted and/or linemarked in accordance with AS2890.
24. Forward direction	The facility has been designed in a manner that allows all vehicles to enter and exit the site in a forward direction (including b-doubles).
25. Parking linemarking	All parking spaces, driveways and loading areas would be linemarked in accordance with AS2890.
26. Queuing	The Roche Facility provides ample on-site queuing space, access via a private internal estate road, and no boom gate entry, to avoid queuing on the public road network.
27. Boom gates	The facility does not include entry boom gates. Auto-slide gates would be provided for the truck entry, which have been set back from the boundary, and would be left open during business hours to avoid queuing on the private internal estate road. Auto-slide gates would also be provided for the carpark entry, with the gates set back from the boundary to avoid queuing.
28. Service vehicles	The facility provides ample on-site loading and unloading areas, to avoid any on-street loading activities.
29. Sight lines	Fencing and landscaping have been designed, and would be maintained, to ensure adequate sight lines are maintained.

Council Comment	Response
30. Traffic Management Plan	An Estate TMP has previously been approved for the DEXUS Estate, and a Construction TMP for the proposal has been prepared. These plans address Council's requirements
Waste Comments	
31. Waste services	The Roche Facility has been designed so as to be compatible with private waste collection services, with ample on-site space available for waste collection truck circulation via the truck entry. As required under the project approval, a Waste Management Plan will be prepared for the facility prior to the commencement of operations.
32. Waste storage area	A central waste and recycling storage area would be provided within the warehouse, with external receptacles located in the north-eastern corner of the site where they would not be visible from the public domain. A revised ground floor plan showing this external waste storage location is attached in Appendix D of EA . As required under the project approval, a Waste Management Plan will be prepared for the facility prior to the commencement of operations.
33. Access for collection vehicles	Access would be provided via the facility's truck entrance.
34. Forward direction	The Roche Facility has been designed in a manner that allows all vehicles, including waste collection vehicles, to enter and exit the site in a forward direction.
35. Waste Management Plan	A construction Waste Management Plan was prepared and approved as part of the project approval for the DEXUS Estate. As required under the project approval, an operational Waste Management Plan will be prepared for the facility prior to the commencement of operations.
Building Comments	
36. BCA Report	The BCA assessment report noted by Council has been submitted to the Department.
DEXUS Estate – Additional Traffic-Related Comments	
Reconciliation Drive intersections with Basalt Road and Bellevue Ct to be signalised prior to occupation	<p>This issue is not directly related to the Blackwoods Facility or Roche Facility, or indeed to the DEXUS Estate project.</p> <p>As detailed in the original Environmental Assessment for the DEXUS Estate project, the signalisation of these intersections is the responsibility of Boral under its approval for the Greystanes SEL, and is subject to a Deed of Agreement between Boral and the RMS. Notwithstanding, DEXUS is currently liaising with Council, the RMS and Boral to expedite the installation of the signals.</p> <p>It is noted that Council has resolved not to open Reconciliation Drive to the south until the signals are in place.</p>
Median breaks on Basalt Road	<p>This issue is not directly related to the Blackwoods Facility or Roche Facility.</p> <p>As detailed in the MOD 2 application (see additional information letter to the Department dated 10 February 2012), the approved masterplan for the DEXUS Estate has breaks in the median strip on Basalt Road, to 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.</p> <p>However, the road has been constructed with a continuous median, 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</p>

Council Comment	Response
	for lots fronting the road.
	DEXUS is currently liaising with Council regarding its proposal to reincorporate the breaks, to the satisfaction of Council. This is currently being progressed via a separate approval under the <i>Roads Act 1993</i> . The location of any breaks will be supported by modelling demonstrating the acceptability of the breaks in terms of traffic operation and performance.

APPENDIX C - Development Standards 'Greystanes Southern Employment Lands site'

Part 22, Schedule 3, State Environmental Planning Policy (Major Development) 2005			
Relevant Clauses	Development Standard	Development proposed to be modified	Compliance
Clause 13 - Building Height (See also Figure 5 Height Envelope Plan)	Max 15m	12.2m	Yes
Clause 14 – Gross Floor Area – Associated office premises	Associated office premises Max 50% of GFA where less than 400m from a bus stop. Max 30% of GFA where more than 400m from bus stop.	9% OF GFA	Yes
Clause 15 - Floor Space Ratio (FSR)	Max FSR of 0.75:1, for any building on land within zone IN2	Proposed FSR 0.57:1	Yes.
Clause 18 - Car Parking	Office premises – 1 space/40m ² Warehouse or distribution centres – 1 space/300m ²	1773 spaces proposed 1359 spaces required 23940 office = 598.5 spaces 228337 warehouse = 761.1 spaces	Yes
Concept Plan – Greystanes Southern Employment Lands - MP08_0161			
GFA - across the industrial and business precincts	493,215m ² Allowed	250,998m ² - as approved 252,277m ² - as proposed	Yes
FSR - for development within the industrial precinct	0.75:1 for development within the industrial precinct <i>(considered as the whole of the industrial areas within the Greystanes SEL including the Dexu estate and adjoining proposed Boral estate)</i>	0.57:1 (average) for Dexu estate, as now proposed.	Yes

APPENDIX D – Modification of Minister's Approval