

7 May 2014

Chris Ritchie
Manager Industry, Key Sites and Social Projects
Department of Planning & Environment
23-33 Bridge Street
SYDNEY NSW 2000

Dear Chris,

**ENVIRONMENTAL ASSESSMENT – DEXUS ESTATE INDUSTRIAL PARK PROJECT (MP 08_0259):
MODIFICATION (MOD 6) – 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 Originally Approved



The DEXUS Estate is being 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 & Environment (the Department) or other authorities prior to the commencement of construction of each facility.

To date, 11 end-user facilities have been approved by the Department and have been constructed or are under construction, 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 (now known as Fujitsu Data Centre) in Superlot A;
- Warehouse A and Warehouse B (superseded by Blackwoods Facility) in Superlot B;
- Warehouse 8 (now known as UPS Facility) and Warehouse 9 in Superlot C;
- Brady Australia and Voith Turbo Facilities (superseded by the proposed Jemena Facility) in Superlot A;
- Warehouse 10 in Superlot C;
- Makita Facility in Superlot A;
- Blackwoods Facility in Superlot B (supersedes Warehouse B); and
- Roche Facility in Superlot C.

The project approval has been modified 5 times 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;
- MOD 2 – approved by the Department on 14 March 2012. This modification involved 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;
- MOD 3 – approved by the Department on 4 May 2012. This modification involved a change to the masterplan layout of Superlot A, including subdividing 2 lots into 4 lots, and addition of an access road to service the additional lots, as well as allowing light industrial use in the Brady and Voith Turbo Facilities;
- MOD 4 – approved by the Department on 6 March 2013. This modification involved an amendment and expansion of the approved Fujitsu Data Centre Facility in Superlot A. The proposed changes were restricted to the data centre building and did not involve any broader changes to the estate; and
- MOD 5 – approved by the Department on 22 May 2013. This modification involved a change to the masterplan layout of Superlot C, including subdividing 1 lot into 2 lots, and changes to the internal estate road to service the additional lot.

MOD 2 also proposed the development of an ancillary estate manager's office and café to service the estate, in Superlot C of the estate. Whilst the ancillary estate manager's office was approved, the Department did not approve the ancillary estate café due to insufficient parking. In this regard, the Director-General's assessment report recommended that *"the café not be approved as part of this application [ie. MOD 2], allowing for further planning and assessment to be undertaken to determine an appropriate location within the estate for a café and provision of adequate parking"*.

The amended masterplan for the DEXUS Estate, based on these modifications and the facilities approved to date, is shown on **Figures 2 to 4**.

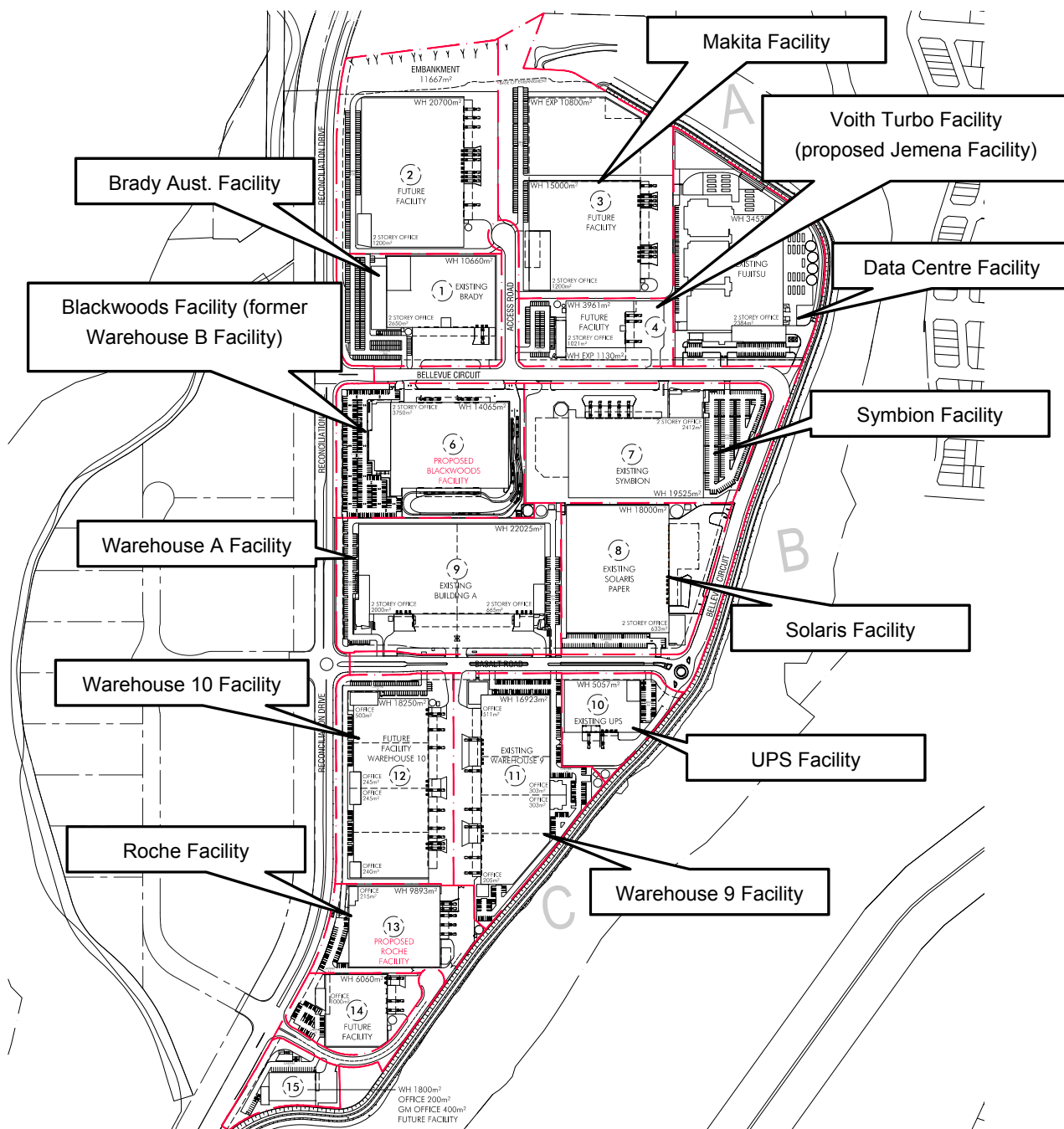


Figure 2: DEXUS Estate Masterplan – As Approved in MOD 5

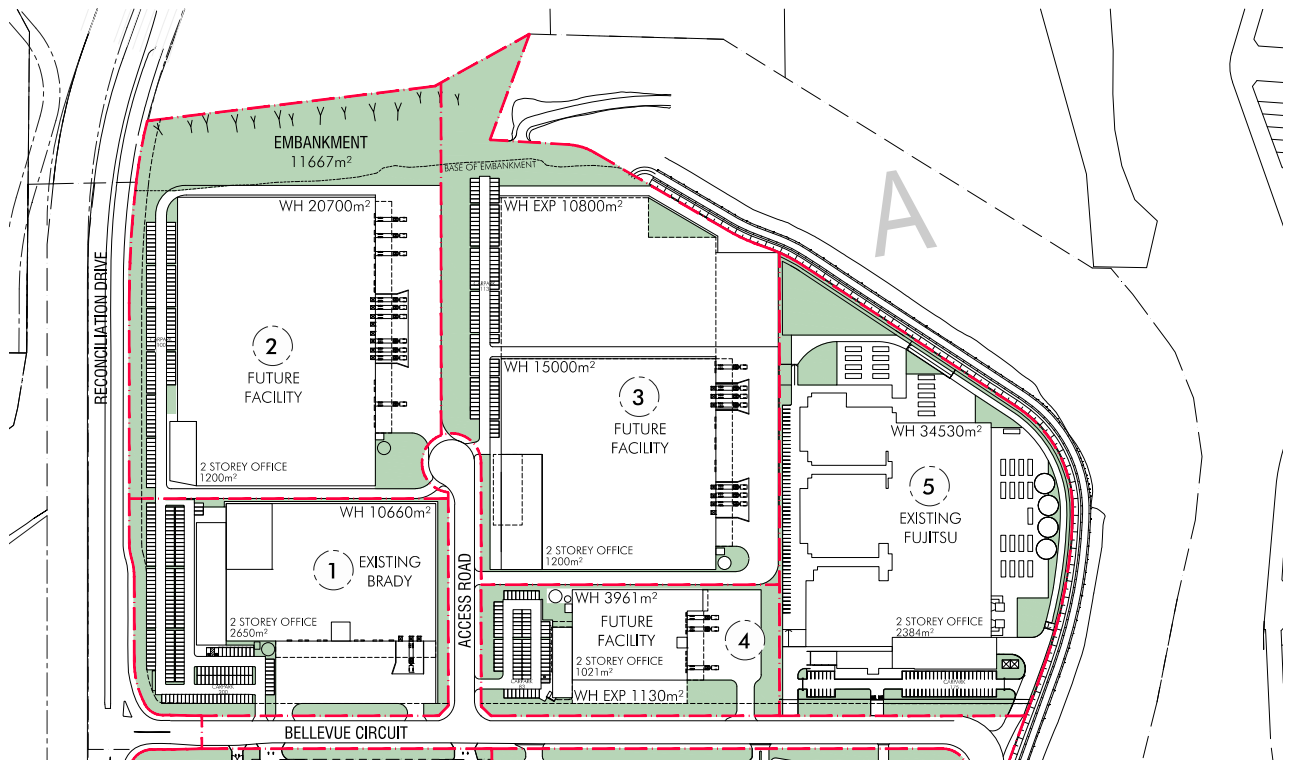


Figure 3: Superlot A Masterplan – As Approved in MOD 5

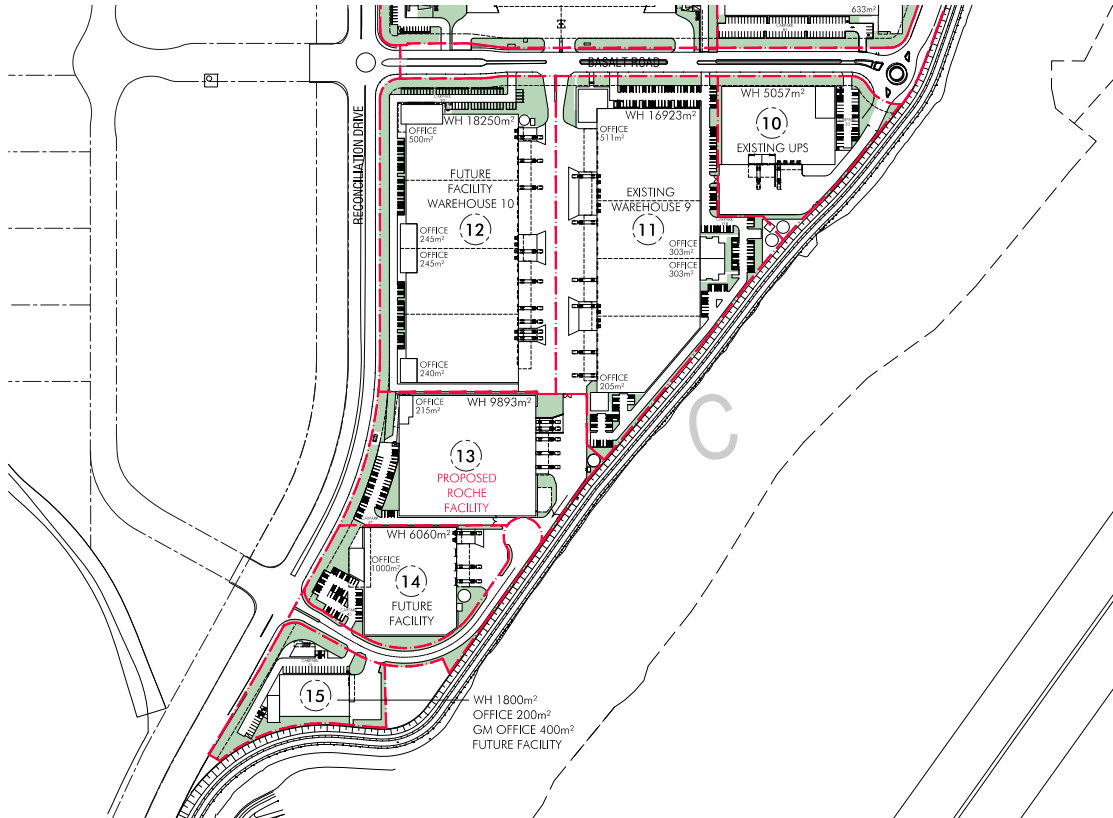


Figure 4: Superlot C Masterplan – As Approved in MOD 5



The approved Voith Turbo Facility on Lot 4 of Superlot A (see **Figure 3**) has not been constructed to date, and is no longer proposed to be constructed on the site. Instead, it is now proposed to develop a new warehouse and distribution facility on part of Lot 4 for Jemena Gas (Jemena), and an additional warehouse and distribution facility for an unspecified end user on the residual portion of Lot 4 that is not required for the Jemena Facility. This warehouse and distribution facility is proposed to include a café and estate manager's office to service the estate.

Jemena is an Australian infrastructure company that builds, owns and manages a combination of major electricity, gas and water assets. It manages more than \$8.5 billion worth of Australian utilities assets and specialises in both transmission and distribution of electricity and gas. The company employs over 1,300 people across the country and millions of Australians rely on Jemena's infrastructure networks to deliver their gas and electricity needs.

The Jemena Facility in Superlot A the DEXUS Estate would be used to support Jemena's NSW gas distribution operations, and would include:

- warehousing and distribution of gas supply infrastructure, parts and equipment;
- light industry, associated with assembly and maintenance of gas supply infrastructure and equipment;
- industrial training for Jemena's employees and contractors; and
- ancillary office.

The proposed warehouse and distribution facility on the residual portion of Lot 4 would be constructed for as-yet unspecified end user/s, and would include:

- a warehouse unit including ancillary office;
- an estate manager's office; and
- an estate café.

As noted above, the estate manager's office and café were originally proposed to be located in Superlot C of the estate.

The proposed facilities involve some changes to the approved master plan for Superlot A of the DEXUS Estate to accommodate the facilities, most notably the subdivision of Lot 4 into 2 separate lots and the development of a building on each of these lots. The proposal also involves some change to the approved use of Lot 4 to accommodate the facilities.

The proposal also involves other minor changes to the broader DEXUS Estate masterplan, including:

- updating the Superlot C master plan to reflect:
 - the minor revision to the layout of the internal estate access road and development lots as recently approved by the Department (see Department subdivision approval dated 14 March 2014);
 - minor changes to the layout of the buildings on Lots 14 and 15 following the above revision; and
 - the relocation of the estate manager's office; and
- updating the development data for Superlot A to reflect:
 - the approved Makita Facility on Lot 3.



The proposal does not involve any change to Superlot B of the estate.

Consultation with the Department has indicated that the proposed changes to the masterplan layout and approved project require a formal modification to the project approval under (the former) Section 75W of the EP&A Act.

This Environmental Assessment (EA) has been prepared to support the proposed modification (MOD 6) of the project approval. During preparation of the EA, DEXUS has consulted with the Department and Holroyd City Council, which included a pre-lodgement meeting with Council on 24 April 2014.

It is noted that whilst this EA seeks approval for the broad uses and development footprint for the Jemena Facility and the Warehouse, Café and Estate Manager's Facility, it does not seek to address the pre-construction requirements for either of these facilities, as required under the project approval. These will be addressed in separate submissions to the Department.

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 Lot 4 into 2 separate development lots (ie. Lot 4a and Lot 4b);
 - developing 2 detached warehouse and distribution facilities on the newly created lots, including:
 - the Jemena Facility, to be used for warehouse and distribution, light industrial, industrial training and associated office purposes; and
 - the Warehouse, Café and Estate Manager's Facility, to be used for warehouse and distribution, café and associated office purposes (including a proposed estate manager's (GM) office); and
- updating the master plan building layout on Superlots A to C to reflect recently approved and proposed buildings, and the relocation of the estate manager's (GM) office from Superlot C to Superlot A.

The proposed revised masterplan for the DEXUS Estate is shown on **Figures 5** and **6**. **Tables 1** to **4** provide a comparison between the approved project (as per MOD 5) and the proposed modification (ie. MOD 6). 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**.

Proposed Changes to Approval Instrument

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. F);
- *Appendix 1 – Site Plan:* to update the site plan (to MP08.01 Rev. E); and
- *Appendix 2 – Subdivision Plan:* to update the subdivision plan (to MP08.06 Rev. F).

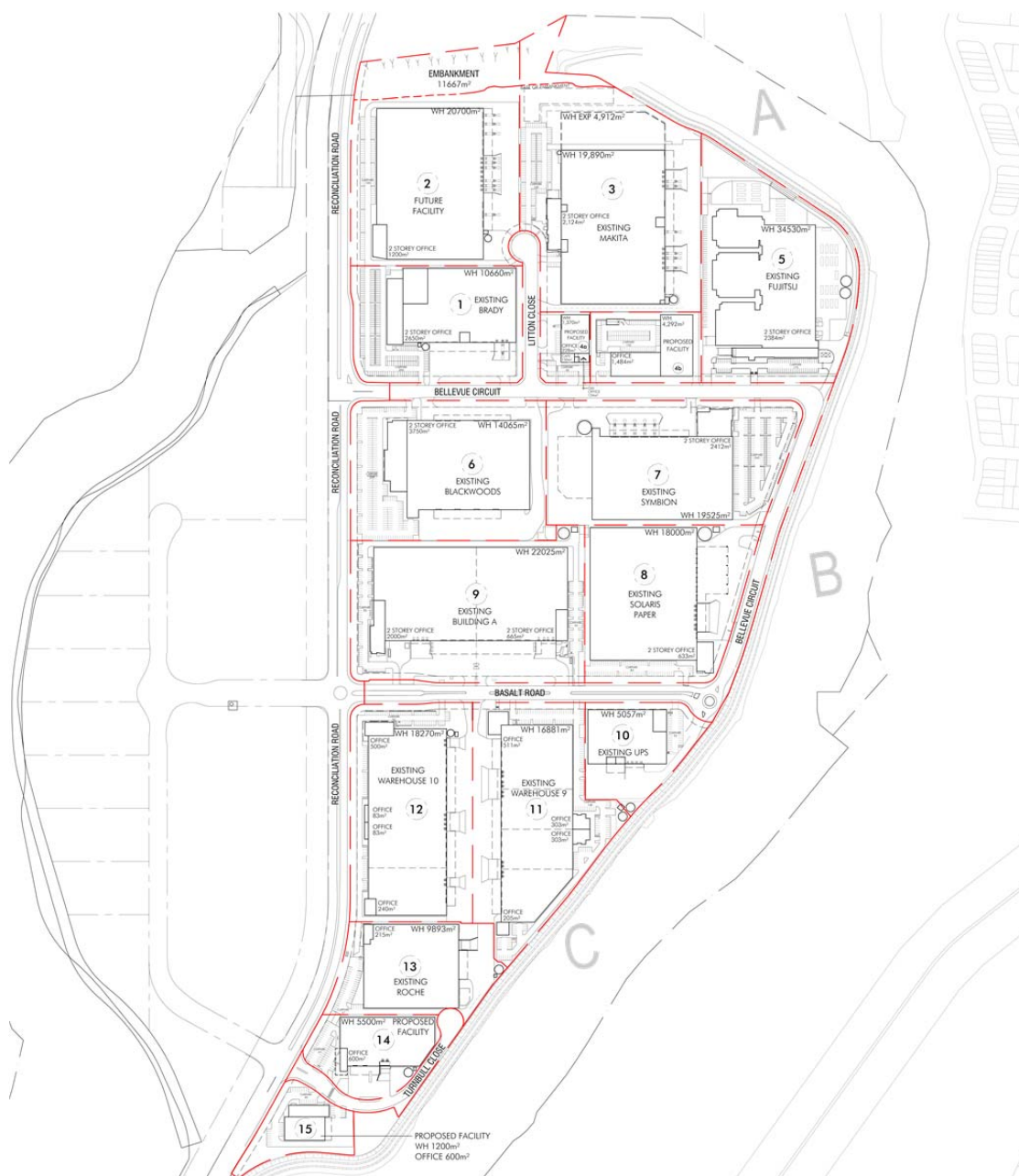
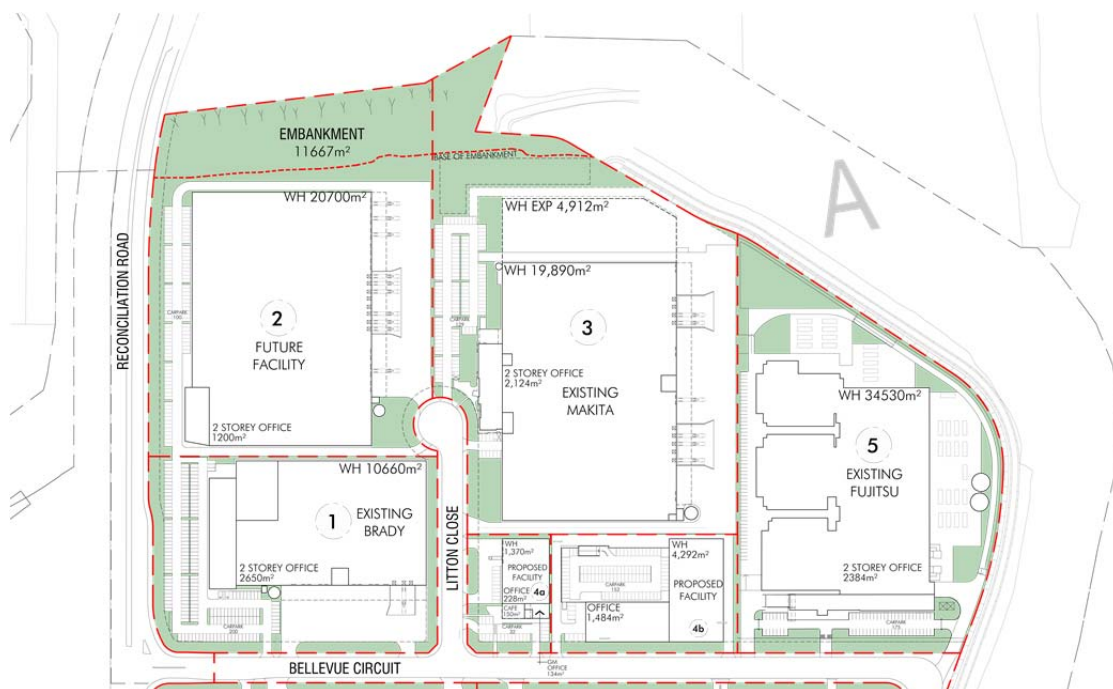


Figure 4: DEXUS Estate Masterplan – As Proposed in MOD 6



The site plan illustrates the proposed development at 1000 Basalt Road. The site is bounded by Basalt Road to the north, Reconciliation Road to the west, and Turbitt Close to the south. The plan shows several existing buildings and proposed facilities, along with parking areas and landscaping.

Existing Buildings:

- EXISTING WAREHOUSE 10: 18270m² (with an adjacent OFFICE 500m²)
- EXISTING WAREHOUSE 9: 16881m² (with an adjacent OFFICE 511m²)
- EXISTING UPS: 5057m²
- EXISTING ROCHE: 9893m² (with an adjacent OFFICE 215m²)
- EXISTING WAREHOUSE 10: 5500m²
- EXISTING WAREHOUSE 10: 1200m² (with an adjacent OFFICE 600m²)

Proposed Facilities:

- PROPOSED FACILITY: 5500m² (adjacent to Existing Warehouse 10)
- PROPOSED FACILITY: 1200m² (adjacent to Existing Warehouse 10)
- PROPOSED FACILITY: 1200m² (adjacent to Existing Warehouse 10)

Other Features:

- 2 STOREY OFFICE: 633m² (located north of Basalt Road)
- OFFICE 83m² (adjacent to Existing Warehouse 10)
- OFFICE 240m² (adjacent to Existing Warehouse 10)
- OFFICE 303m² (adjacent to Existing Warehouse 9)
- OFFICE 303m² (adjacent to Existing Warehouse 9)
- OFFICE 200m² (adjacent to Existing Warehouse 9)
- OFFICE 215m² (adjacent to Existing Warehouse 10)
- OFFICE 600m² (adjacent to Existing Warehouse 10)
- LANDSCAPING: Indicated by green hatched areas throughout the site.
- PARKING: Indicated by dashed lines and car symbols.
- RECONCILIATION ROAD: Located to the west of the site.
- BASALT ROAD: Located to the north of the site.
- TURBITT CLOSE: Located to the south of the site.

Page 8



Table 1: DEXUS Estate Project Summary

Aspect	Project as Approved¹	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 industrial/manufacturing purposes (Solaris Paper Facility, Brady Facility and Voith Turbo 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 Jemena Facility, Warehouse, Café and GM Office).
Proposed Use	Warehousing and distribution, and industrial/manufacturing (Solaris Paper Facility, Brady Facility and Voith Turbo Facility), with ancillary office and showroom (Blackwoods Facility), and estate manager's office.	Warehousing and distribution, and industrial/manufacturing (Solaris Paper Facility, Brady Facility and Jemena Facility), with ancillary office, showroom (Blackwoods Facility), estate manager's (GM) office and café.
Subdivision	Subdivision of the site to create 15 development lots (some of which may be combined and separated by leasing boundaries) and roads	Subdivision of the site to create 16 development lots (some of which may be combined and separated by leasing boundaries) 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 15 freestanding warehouse facilities across the site, ranging in size from 2,400m² to 36,914m² 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 • a total of 228,337m² of warehouse GFA and 23,940m² of ancillary office GFA across the estate. 	<p>The proposed masterplan provides for:</p> <ul style="list-style-type: none"> • construction of 16 freestanding warehouse facilities across the site, ranging in size from 1,800m² to 36,914m² gross floor area (GFA), including ancillary offices. Some of these facilities would be configured to potentially accommodate more than one tenancy; • construction of a 284m² estate manager's office and café; and • a total of 226,770m² of warehouse GFA and 23,837m² of ancillary office 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.	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 Approved¹	Project as Proposed
Infrastructure and Services:		
Access and Roads	Construction of internal road network comprising two main access roads – Bellevue Circuit and Basalt Road – and additional access roads servicing Lots 2 & 3 in Superlot A, and Lots 13 to 15 in Superlot C. No external roadworks are required.	No change
Stormwater	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
Potable Water	The reticulated potable water supply in Reconciliation Drive would be adequate to service the project.	No significant change
Sewer	The site would be connected to reticulated sewer in Reconciliation Drive	No significant change
Electricity	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
Telecom-munications	The site would be connected to telecommunications infrastructure in Reconciliation Drive.	No significant change
Gas	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 EA (dated June 2009) for the original project, as amended by MODs 1 to 5.

Table 2: DEXUS Estate Masterplan Development Schedule

	Originally Approved Masterplan	MOD 5 Masterplan	Proposed MOD 6 Masterplan	Difference
Areas (m²)				
- Site Area	472,312	473,563	472,429	-1,134
- Site Area (exc. roads)	430,576	441,712	441,732	+20
- Warehouse Area	220,865	228,337	226,770	-1,567
- Office/Showroom Area	20,900 (9%)	23,940 (9%)	23,837 (11%)	-103
- Total Building Area	241,765	252,277	250,607	-1,670
- Awning Area	12,875	14,571	14,795	+224
- Hardstand Area	124,250	128,425	136,753	+8,328
- Landscaping Area	67,785 (16%)	60,479 (14%)	59,845 (14%)	-634
Site Cover (inc. awning)	54%	60%	60%	No change
Floor Space Ratio	51%	57%	57%	No change
No. Office Levels	1-2	1-3	1-3	No change
Building Height (m)	15-40	15-40	15-40	No change
Car Parking Sp. Required ¹	1,264	1,402	1,339	-63
Car Parking Sp. Provided	1,403	1,773	1,901	+128



	Originally Approved Masterplan	MOD 5 Masterplan	Proposed MOD 6 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 5 Superlot	Proposed MOD 6 Superlot	Difference
Areas (m ²)				
- Site Area	176,353	173,755	173,775	+20
- Warehouse Area	96,700	96,781	96,354	-427
- Office Area	6,500 (6%)	9,755 (9%)	10,354 (11%)	+599
- Total Building Area	103,200	106,536	106,708	+172
- Awning Area	6,700	3,850	3,971	+121
- Hardstand Area	49,985	42,475	46,184	+3,709
- Landscaping Area	24,340 (14%)	28,814 (17%)	28,742 (17%)	-72
Site Cover (inc. awning)	62%	64%	64%	No change
Floor Space Ratio	58%	61%	61%	No change
No. Office Levels	1-2	1-3	1-3	No change
Building Height (m)	Up to 40	Up to 40	Up to 40	No change
Car Parking Sp. Required ¹	486	606	585	-21
Car Parking Sp. Provided	508	671	788	+117

Table 4: Superlot C Development Schedule

	Originally Approved Superlot	MOD 5 Superlot	Proposed MOD 6 Superlot	Difference
Areas (m ²)				
- Site Area	107,714	122,433	122,433	No change
- Warehouse Area	46,550	57,941	56,801	-1,140
- Office Area	5,400 (10%)	4,725 (8%)	4,023(7%)	-702
- Total Building Area	51,950	62,666	60,824	-1,842
- Awning Area	2,775	4,521	4,624	+103
- Hardstand Area	33,040	36,745	41,364	+4,619
- Landscaping Area	22,785 (21%)	16,537 (14%)	15,975 (13%)	-562
Site Cover (inc. awning)	51%	55%	53%	-2%
Floor Space Ratio	48%	51%	50%	-1%
No. Office Levels	1-2	1-2	1-2	No change
Building Height (m)	Up to 15	Up to 15	Up to 15	No change
Car Parking Sp. Required ¹	294	312	271	-41
Car Parking Sp. Provided	364	396	407	11

Note to Tables 2 to 4:

¹ Based on the car parking rates in *State Environmental Planning Policy (Major Development) 2005*, namely 1 space per 300m² of warehouse floor space, 1 space per 77m² of light industrial floor space, 1 space per 40m² of office floor space and 1 space per 20m² of retail floor space.



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:

- is consistent with the IN2 Light Industrial zoning of the site under *State Environmental Planning Policy (Major Development) 2005*;
- does not affect the predominant approved use for the estate (ie. warehousing and distribution and light industry), with the additional uses representing an ancillary use to the predominant use of the estate;
- does not significantly affect the key aspects of the masterplan, including the broad superlot layout, the internal road network or the 3 key intersections with Reconciliation Road; 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 is presented in the following table.

Table 5: Consideration of Environmental Planning Instruments

<i>Instrument</i>	<i>Consideration</i>
<i>SEPP (Major Development) 2005</i>	<p>The Greystanes SEL is listed as a State significant site under Schedule 3 of the Major Projects SEPP. The DEXUS Estate site is zoned IN2 Light Industrial under Schedule 3 (clause 6, Part 22) of the SEPP.</p> <p>The objectives of the zone include:</p> <ul style="list-style-type: none">(a) <i>to provide a wide range of light industrial, warehouse and related land uses,</i>(b) <i>to encourage employment opportunities,</i>(c) <i>to minimise any adverse effect of industry on other land uses,</i>(d) <i>to enable other land uses that provide facilities or services to meet the day to day needs of workers in the area,</i>(e) <i>to facilitate employment-generating development for a wide range of purposes, including light industry, technology-based industry, manufacturing, warehousing, storage and research.</i> <p>Under the SEPP's development control table, development for the purposes of light industry, warehouse and distribution centres, associated office premises and take away food and drink premises, is permissible with consent. (Additional consideration of, and justification for, the proposed uses is provided under a separate heading below).</p>



<i>Instrument</i>	<i>Consideration</i>
	<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. Consideration of these standards is provided in Appendix C. In summary, the project remains in compliance with all of the development standards, with the exception of:</p> <ul style="list-style-type: none"> • maximum building height – this departure was approved in the original project approval; and • floor space ratio for the Fujitsu Data Centre Facility – this departure was approved in MOD 4.
<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 DEXUS Estate project meets the thresholds in schedule 3 of the SEPP (as industry with an area of over 20,000m²), and is therefore traffic generating development for the purposes of the SEPP. The RMS has been consulted in relation to the broader DEXUS Estate project.</p> <p>The proposed modification would not alter the existing road network servicing the estate, or significantly affect traffic associated with the estate (see Section 4).</p>
<i>SEPP 33 – Hazardous and Offensive Development</i>	<p>SEPP 33 provides definitions for hazardous and offensive industry to enable decisions on developments to be made on the basis of merit, rather than on industry type per se.</p> <p>The proposed Jemena Facility would involve some use of reticulated gas for industrial training purposes, and may involve some hazardous materials or dangerous goods storage. Condition 27 of schedule 3 of the project approval requires DEXUS to undertake a Preliminary Hazard Analysis (PHA) 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. In accordance with this condition, DEXUS and Jemena will prepare a SEPP 33 analysis and/or a PHA for the proposed Jemena Facility, as part of the pre-construction submission for the facility.</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</p>



<i>Instrument</i>	<i>Consideration</i>
	project disturbance area, or affect any known contaminated land. 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.
<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 slightly with the proposed changes to layout of the estate.</p> <p>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. The approval requires separate approvals to be obtained for tenant signage (known as 'Type 4' signage).</p> <p>This modification application does not seek approval for any Type 4 signage, which would be sought at a later date.</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 already identified for the approved project, which include:

- building height;
- floor space ratio for the Fujitsu Data Centre Facility; and
- setbacks (in one portion of the site).

The proposed modification does not involve any change to these existing departures.

Planning Justification for Industrial Training Use

In response to initial consultation with the Department regarding the proposed Jemena Facility, the Department advised that it considered that the industrial training component of the proposed Jemena Facility could be characterised as part of the predominant warehouse/distribution (or light industrial) use of the facility. However, the Department requested that the EA for the proposal include additional detail of the proposed industrial training component of the proposed Jemena Facility, to justify this characterisation.

As outlined in Section 1 above, the proposed Jemena Facility would be used for a number of uses associated with the repair and maintenance of Jemena's gas infrastructure network, including warehousing and distribution, light industry (associated with assembly and



maintenance of gas supply infrastructure and equipment), industrial training for Jemena's employees and contractors, and ancillary office.

A breakdown of the floor areas for each of these uses is provided in the following table, and conceptual plans for the facility are shown on **Figure 5**. It is noted that these plans and areas are based on conceptual facility planning undertaken to date, and that detailed architectural plans showing the areas for each use will be provided as part of the subsequent pre-construction submission for the facility.

Table 6: Proposed Jemena Facility Floor Areas¹

Use	Gross Floor Area (m²)
Warehouse	2,175
Light industry workshops and industrial training	962
Covered hardstand for industrial training and light industry	1,155
Ancillary office including reception	1,484
Total	5,776

¹ Based on concept planning

The warehouse would be used for warehousing and distribution of Jemena's gas supply infrastructure, parts and equipment. The warehouse facility would be used by Jemena staff and contractors working on Jemena's infrastructure networks in Western Sydney. In this regard, most of the traffic associated with the facility would comprise small vans, with employees/contractors picking up parts for the projects that they are working on. Photos of Jemena's existing warehouse facility at Sydney Olympic Park are shown on **Figure 7**.

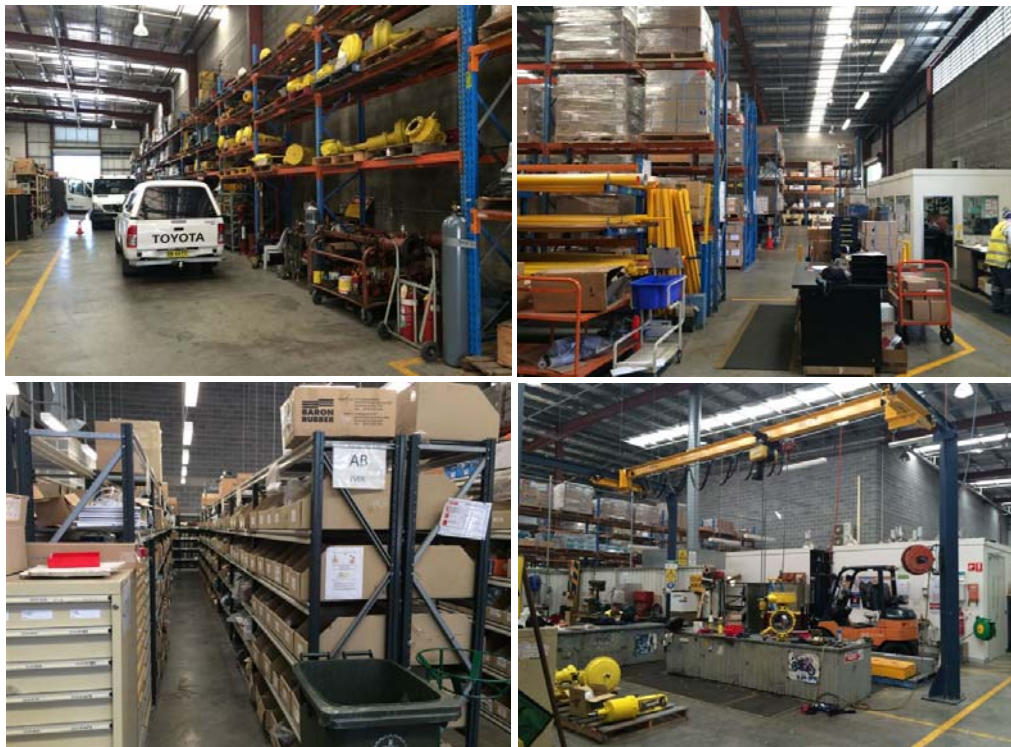


Figure 7: Existing Jemena Warehouse Facility

The light industrial workshops and industrial training space would essentially co-habit a shared space comprising a covered hardstand area, 4 workshops containing industrial



equipment, and a small area of 'classroom' (approx. 200m²) associated with the workshops. The spaces would be similar to Jemena's existing facility at Chullora, photos of which are shown on **Figure 8**.



Figure 8: Existing Jemena Workshops and Industrial Training Space

The industrial workshops would be used by Jemena employees and contractors to service and maintain Jemena's gas supply infrastructure and equipment. This component of the use is typical of a light industrial use (or depot). As with the warehouse use, this area would be used predominantly by Jemena employees and contractors working on projects on the network throughout the Sydney Metropolitan area, as well as a small number of technicians based at the facility.

The industrial training component of the facility would be used by Jemena to provide compliance and refresher training for employees and contractors working on Jemena's infrastructure network. Regular training is required for those undertaking necessary field work associated with installing and maintaining the infrastructure network.

The proposed industrial training facility would include use of the workshops and classrooms, as well as the covered and uncovered external areas. The external areas would provide trainees with real life scenarios of Jemena's gas assets to complement theoretical training undertaken internally.

The external area would include a 'fire pit' which provides some trainees with a facility to extinguish gas fires, simulating real life emergencies. A similar facility exists at the existing Chullora facility and is used up to two times per week. The fire pit is likely to be fuelled from the reticulated gas mains, as per the existing fire pit at the Chullora facility. A Preliminary Hazards Analysis (PHA) will be undertaken for this component of the proposed use, with the PHA to be included as part of the pre-construction submission for the facility in accordance with condition 27 of schedule 3 of the project approval.



It is considered that the industrial training component of the proposed Jemena Facility is properly characterised as a light industrial use and/or ancillary to the predominant light industrial/warehouse use the facility, particularly given that:

- the use would be ancillary and subservient to the main warehousing and distribution and light industrial use of the facility;
- the industrial training facility would be used by Jemena employees and contractors only, most of whom would also be using Jemena's warehouse and industrial workshop facilities to carry out their day-to-day operations;
- the industrial training would be carried out in an industrial setting using industrial equipment (see **Figure 8**);
- the floor area associated with the industrial training use would co-habit with the light industrial floor area for the facility, and is a relatively small component of the total floor space (ie. approximately 30% if the co-habitation is conservatively ignored, or 15% if a 50% discount is applied to account for the co-habitation); and
- the industrial training use is similar to many workplace training activities carried out in industrial areas.

With regard to parking provision, DEXUS and Jemena acknowledge that adequate off-street car parking will be required to be provided to ensure that all parking demand associated with the facility is provided on site. In this regard, the proposed masterplan provides for approximately 151 car parking spaces on the site, which would be provided via a 2 level car park. As discussed in Section 4 below, this parking provision comfortably meets the car parking requirements under the Major Development SEPP, and has been designed on a demand basis in consideration of the expected staffing levels of the facility, and the need to provide on-site parking for Jemena fleet vehicles. In this regard, staffing levels in the facility are expected to comprise approximately:

- 60 technicians and office staff;
- 10 warehouse, industrial and industrial trainer staff; and
- up to 60 trainees (worst case) at any one time.

Planning Justification for Proposed Café Use

The proposed café on Lot 4a would service the entire DEXUS Estate and is considered to be ancillary to the dominant warehouse and distribution use of the DEXUS Estate Industrial Project. In any event, development for the purpose of take away food and drink premises and neighbourhood shops is permissible with consent in the IN2 zone.

As outlined in Section 1, the café was originally proposed in MOD 2, however it was not approved due to concerns about parking provision.

DEXUS acknowledges that the original location of the café in Superlot C was less than ideal, as it was at the southern extremity of the estate on a lot (now Lot 15) that provides little opportunity for significant off-street and on-street parking.

DEXUS considers that the proposed location on Lot 4a adequately addresses these issues. In this regard, the proposed location is much more centrally located with the DEXUS Estate, and the café has been designed to meet the parking requirements for retail land use in the Major Development SEPP. Further, unrestricted and ample on-street parking is provided in Litton Close and Bellevue Circuit in the vicinity of Lot 4a (see Section 4 for more detail).



DEXUS considers that the provision of a café within the estate would significantly improve the general amenity of the estate, and that provision of a café has been requested by a number of end-uses within the estate. In this regard, there are no existing food and drink premises or shops located within the Greystanes SEL, with the nearest shop located about 1 kilometre north on Butu Wargun Drive.

4 Environmental Impacts of Proposed Modification

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 7: 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 proposed splitting of Lot 4 into two separate lots and 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 masterplan creates 2 buildings facing Bellevue Circuit rather than the 1 larger building in the approved masterplan, which would assist in reducing the scale and bulk of the facilities when viewed from this road.</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, prior to the commencement of construction of each facility.</p>
<i>Soil and Water</i>	<p>Erosion and Sedimentation</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, prior to the commencement of construction of each facility/work.</p> <p>Site Contamination</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 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>Groundwater Management</p> <p>The proposal does not involve any significant change to excavation or site levels</p>



<i>Issue</i>	<i>Consideration</i>
	<p>associated with the approved project, or any significant change to the impervious areas assumed in estate planning (see below). Accordingly, the proposal is not expected to result in any change to groundwater flows or quality, or affect the operation of the Groundwater Management Strategy for the Greystanes SEL.</p> <p>This Groundwater Management Strategy details measures to drain and treat groundwater from the base of the quarry, as the former Prospect Quarry intercepts the groundwater table. The strategy forms part of the concept plan approval, and the construction of the groundwater management infrastructure has been approved as part of Boral's Greystanes SEL project approval (refer to the Environmental Assessment for the original project for further information).</p> <p><i>Stormwater Management</i></p> <p>As detailed in the Environmental Assessment for the approved project, the Greystanes SEL concept plan provides for a detailed Stormwater Management Strategy for the employment lands. The plan was designed to manage both the quality and quantity of surface water flow in a sustainable manner prior to its ultimate discharge to Prospect Creek. The strategy includes:</p> <ul style="list-style-type: none">• on-site treatment (business park and retail areas west of Reconciliation Road only – ie. not in the DEXUS Estate);• gross pollutant traps in lots;• stormwater drains/pipes in the internal road network;• vegetated open bio-filtration channels around the perimeter of the estate; and• a precinct detention basin at Widemere East, along with a 5 megalitre harvesting dam. <p>The perimeter stormwater channels and the precinct detention basin have been designed to convey stormwater events up to the 100 year ARI event, with discharge maintained at pre-development levels to minimise the risk of flooding.</p> <p>The 5 megalitre harvesting dam at Widemere East has been designed to collect and store peak low stormwater flows for pumping to the Cumberland Country Golf Club for re-use purposes. Boral, DEXUS and the golf club have entered into an agreement for the water re-use, which includes a minimum 25 year contractual obligation for water harvesting by the golf club.</p> <p>The Stormwater Management Strategy (and an accompanying Stormwater Maintenance Plan) forms part of the concept plan approval, and the construction of the estate stormwater infrastructure has been approved as part of Boral's Greystanes SEL project approval. The Stormwater Maintenance Plan includes a stormwater monitoring program for the estate.</p> <p>The Stormwater Management Strategy – including on-site detention and water quality systems – is based on an impervious site cover of 86%, therefore requiring an area of 14% for landscaping or other pervious surface (eg. permeable paving).</p> <p>The revised Superlot A masterplan achieves a 17% landscaping area, which meets the 14% pervious area assumed in the Stormwater Management Strategy. The revised Superlot C masterplan achieves a 13% landscaping area, which also meets the assumed area in the strategy.</p> <p>It is noted that the pervious area on Superlot B 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</p>



<i>Issue</i>	<i>Consideration</i>
	<p>of the site up to the minimum target value. These measures include:</p> <ul style="list-style-type: none"> • permeable paving; • bio-retention swales; and/or • site-based rainwater harvesting. <p>These measures will continue to be incorporated for individual developments where required to ensure that the target 14% pervious area is achieved across the DEXUS Estate.</p> <p>As required under the project approval, DEXUS will prepare a detailed Stormwater Management Plan for each facility, in consultation with Council and to the satisfaction of the Department, prior to the commencement of construction of each facility.</p>
<i>Noise</i>	<p>As detailed in the original Environmental Assessment for the DEXUS Estate project, a Noise Management Strategy for the development of the Greystanes SEL was prepared by Richard Heggie and Associates in 2001, which informed the planning of the Greystanes Estate.</p> <p>The assessment modelled a worst case scenario involving the development of heavy industry (metal fabrication) within the Greystanes SEL and NEL. Based on a total of 15 heavy industries throughout the estate, each with 8 pieces of internal noisy equipment generating between 98dBA and 114dBA each, the assessment found that the worst case noise levels at the residential area to the east (ie. Nelsons Ridge) would be 32dB(A) LAeq during calm conditions and 37dB(A) LAeq during temperature inversion conditions.</p> <p>These levels comply with the relevant project specific noise criteria for day, evening and night periods of 48dB, 38dB and 37dB, respectively.</p> <p>The assessment concluded that the development of the industrial land within the 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 land uses by the walls of the former Prospect Quarry. These walls, at up to 60 metres high, act to effectively attenuate noise emissions.</p> <p>The proposed changes to the layout of the DEXUS Estate are not expected to result in any significant change to the noise emissions from the estate, and that the project as modified would continue to comply with the noise criteria in the project approval.</p>
<i>Air Quality</i>	<p>The proposed modification does not involve any significant change to air emissions associated with the approved project.</p> <p>As required under the project approval, DEXUS is required to implement all reasonable and feasible measures to minimise and manage dust emissions associated with the project.</p>
<i>Flora and Fauna</i>	<p>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.</p>
<i>Heritage</i>	<p>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.</p>



Issue	Consideration
Traffic and Parking	<p><i>Traffic Generation and Road Network</i></p> <p>The revised masterplan would not result in any significant change in traffic generation of the estate, 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> <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>Access and Circulation</i></p> <p>The internal road network within the estate has been designed to accommodate industrial traffic, including b-doubles, and 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>It is noted that the Jemena Facility and Warehouse, Café and Estate Manager's Office (GM) Facility would be accessed by trucks of up to 12m Medium Rigid Vehicles (MRV) only, and the conceptual layout of the facilities has been designed on this basis. Further analysis of these facilities would be provided as part of the detailed pre-construction submissions for the facilities.</p> <p>During initial consultation for the proposed modification, Council noted that the driveway for the Warehouse, Café and Estate Manager's Facility on Litton Close should be relocated to be at least 6 metres from the tangent point of the Bellevue Ct intersection. The masterplan has been revised to address this issue.</p> <p>Council also noted that the southern intersection in Superlot C (ie. the Reconciliation Road / Turnbull Close intersection) is not currently signalised. In this regard, it is noted that the RMS has accepted signalisation of 2 intersections along Reconciliation Road within the estate, and that signalisation of the southern intersection would be undertaken once the warrants (ie. traffic generation and/or road conditions) are met for the intersection. Access to Reconciliation Road would be managed in accordance with the existing requirements under condition 9 of schedule 3 of the project approval.</p> <p><i>Car Parking</i></p> <p>The proposed modification has been designed to comply with the applicable car parking rates in the Major Development SEPP and Greystanes SEL Urban Design Plan (UDP) for each superlot. As indicated in Table 3, proposed parking supply for the DEXUS Estate comfortably meets the minimum required under the UDP. Parking supply for each of the lots in Superlots A and C that are affected by the proposed modification is shown in Table 7A below.</p> <p>Disabled parking spaces have been designed and would be provided in accordance with AS 2890.6 (2009).</p> <p>During consultation for the proposed modification, Council noted that on-street parking in the vicinity of the café may need to be managed to avoid parked trucks affecting sight lines, particularly in the vicinity of the Litton Close / Bellevue Circuit intersection. DEXUS proposes to address this issue through a review and update of the existing Estate Traffic Management Plan prior to construction of the café building, in</p>



Issue	Consideration
	accordance with condition 8 of schedule 3 of the project approval.

Table 7A: Superlot A and C Car Parking Compliance

	GFA (m²)	Required Parking Spaces¹	Proposed Parking Spaces
Warehouse, Café and Estate Manager's Facility (Lot 4a)			
Warehouse	1,370		
Office	362	22	32
Café/retail	150		
Jemena Facility (Lot 4b)			
Warehouse	2,175		
Light industry (inc. training, covered hardstand)	2,117	72	152
Office/amenities	1,484		
Lot 14			
Warehouse	5,500		
Office	600	33	47
Lot 15			
Warehouse	1,200		
Office	600	19	40

1 Based on 1 per 300m² for warehouse space, 1 per 77m² for industrial space, 1 per 40m² for office space and 1 per 20m² for retail space.

Pedestrian and Bicycle Facilities

The proposed modification does not involve any change to the estate pedestrian and bicycle facilities. It is noted that Bellevue Circuit has an existing footpath on its northern side, which would facilitate pedestrian access to the proposed estate café and estate manager's office on Lot 4a.

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.

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.</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, prior to the commencement of construction of each facility.</p>
Hazards	<p>As outlined in Section 1, the proposed Jemena Facility is likely to involve the installation of a fire pit for industrial training purposes. The fire pit will be fuelled from the reticulated gas mains. As such, the facility would not require the storage of significant amounts of dangerous goods and hazardous materials on site that would ordinarily trigger the hazard analysis requirements of SEPP 33.</p> <p>Notwithstanding, given the potential hazards associated with the fire pit facility, Jemena will undertake a Preliminary Hazard Analysis (and other hazards studies if required) for the facility. As required under the project approval (condition 27 of schedule 3), DEXUS and Jemena will undertake the PHA to the satisfaction of the Department, prior to commencement of construction of the facility.</p>
Waste	<p>The proposed modification would not significantly alter the generation or management of wastes associated with the approved project.</p>



Issue	Consideration
	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.
<i>Utilities and Services</i>	The proposal is not expected to affect the capacity of utilities and services associated with the approved project.

5 Conclusion

It is considered that the proposed MOD 6 modification 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 Environment (or her delegate), having due regard for the information submitted in this document, grants 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	
Attachments:	Appendix A	Revised DEXUS Estate Masterplan
	Appendix B	Revised DEXUS Estate Landscape Masterplan
	Appendix C	Major Development SEPP and Greystanes SEL Concept Plan Consideration



APPENDIX A



APPENDIX B



APPENDIX C

