



Planning &  
Environment

## **STATE SIGNIFICANT DEVELOPMENT ASSESSMENT QUARRYWEST PROJECT, DEXUS ESTATE (SSD 6801)**

Secretary's Environmental Assessment Report  
Section 89E  
*Environmental Planning and Assessment Act 1979*

October 2015



## ABBREVIATIONS

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Applicant	DEXUS Quarry West Subtrust
CIV	Capital Investment Value
Department	Department of Planning and Environment
EIS	Environmental Impact Statement titled <i>QuarryWEST Project, DEXUS Estate</i> , prepared by PJEP Environmental Planning and dated March 2015
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPA	Environment Protection Authority
EPI	Environmental Planning Instrument
Minister	Minister for Planning
OEH	Office of Environment and Heritage
RTS	Report titled <i>QuarryWEST Project, DEXUS Estate, Response to Submissions</i> , prepared by PJEP Environmental Planning and dated July 2015
NOW	NSW Office of Water
Secretary	Secretary of the Department
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
SSD	State significant development
TfNSW	Transport for NSW

Cover Photo: Proposed typical elevation

Source: *QuarryWEST Project, DEXUS Estate, Response to Submissions*, July 2015

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NSW Department of Planning and Environment

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## EXECUTIVE SUMMARY

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DEXUS Quarry West Subtrust (the Applicant), has sought consent to construct and operate seven warehouse and distribution centres, which have the ability to accommodate a total of 12 separate end-users, and one supermarket/specialty retail centre with a combined GFA of approximately 127,765 m<sup>2</sup> at Pemulwuy in the Blacktown and Holroyd local government areas (LGAs). The site is strategically located within the Greystanes Southern Employment Lands (SEL) and the Greystanes SEL Concept Plan and Project Approval area (MP 06\_0181), which permits the development of the site as an industrial business park.

The application will facilitate the construction of a 'logistics campus' comprised of one integrated warehouse and distribution centre, two stand alone warehouse and distribution centres and an associated retail service centre, as well four separate warehouse and distribution facilities for DEXUS customers. It will also provide for the construction of internal roads, site services, and bulk and detailed earthworks. The site will operate 24-hours-per-day, seven-days-per-week.

The proposal has a capital investment value (CIV) of \$118 million. It will generate approximately 500 jobs during construction and 881 full-time equivalent jobs during operation.

The proposal is classified as State significant development (SSD) under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as it involves the construction of a warehouse and distribution centre with a CIV in excess of \$50 million, at one location and related to the same operation. This satisfies the requirements of clause 12, Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (the SRD SEPP). Consequently, the Minister for Planning is the consent authority for the proposal.

The Department exhibited the Environmental Impact Statement (EIS) for the application from 16 April 2015 to 19 May 2015. A total of 18 submissions were received, including submissions from Blacktown City Council and Holroyd City Council, seven submissions from government agencies and nine submissions from the general public.

None of the Council or agency submissions objected to the application, however, a number of issues were raised in relation to traffic and access, air and water quality, urban design and landscaping. Of the public submissions, seven objected to the proposal. The public submissions raised issues, including traffic and access, noise and impacts on residential amenity.

The Applicant prepared a Response to Submissions (RTS) report to address the issues raised in the submissions. The RTS provided additional traffic analysis, a revised Groundwater Management Plan, a qualitative air quality assessment, amended architectural plans, and revisions to the Applicant's Management and Mitigation Measures.

The Department has assessed the application, as amended by the RTS, and has concluded that the key issues for assessment are consistency with *State Environmental Planning Policy (Major Development) 2005* and the SEL Concept Plan, traffic and access, noise, and heritage. Other issues requiring assessment include soil and water management, waste, signage and car parking.

The Department has carefully considered the potential impacts of the proposed development and has concluded that the application will facilitate the creation of an integrated industrial estate with flexible floor plates to service a wide range of end users, as well as new employment opportunities in Western Sydney. In addition, the application will facilitate the long-term conservation and interpretation of the site's former quarry use. Further, the proposal is consistent with the aims and objectives of *NSW 2021, A Plan for Growing Sydney*, and the development controls of the Greystanes SEL Concept Plan.

Any impacts from the proposal can be managed to an acceptable standard subject to the recommended conditions of consent, which require the Applicant to mitigate and/or manage the impacts to ensure an acceptable level of environmental performance. Consequently, the Department has concluded that the proposal is in the public interest and should be approved, subject to conditions.

# 1. BACKGROUND

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## 1.1. Proposed Development

DEXUS Quarry West Subtrust (the Applicant), is seeking development consent to construct and operate a campus of warehouse and distribution centres on Lot 18 in Community Plan 270644, Reconciliation Road, Pemulwuy, in the Blacktown City Council and Holroyd City local government areas.

The application comprises seven warehouse buildings and one service centre with a total gross floor area of 131,140 m<sup>2</sup>. The warehouse and distribution centres will be used by suitable end-users which will be identified at a later time. The proposed hours of operation are 24-hours-per-day, seven-days-per-week.

## 1.2. Site and Site Context

The site is legally described as Lot 18 in Community Plan 270644, Reconciliation Road, Pemulwuy. It is 26 hectares (ha) in area and is located approximately 35 kilometres (km) west of the Sydney central business district in the Holroyd and Blacktown local government areas. The site is also located within the Greystanes SEL, which has been listed as a State significant site in *State Environmental Planning Policy (Major Development) 2005* (MD SEPP), and the Greystanes Concept Plan and Project Area (MP 06\_0181).

The MD SEPP contemplates the redevelopment of the SEL for business park and light industrial uses to capitalise on the SEL's proximity to the M4 and M7 Motorways which have direct access to Kingsford-Smith Airport, Port Botany and the national highway network. The Greystanes Concept Plan and Project Approval also permit the redevelopment of the subject land and the adjoining site, known as QuarryEast, for business park and light industrial uses.

The subject site is wholly located within the former Prospect Quarry which was mined for construction related aggregates for approximately 100 years. Quarrying activities ceased on-site following the approval of the Greystanes SEL Concept Plan and Project Approval (MP 06\_0181). The rehabilitation of the Quarry and the construction of precinct wide groundwater management infrastructure approved under MP 06\_0181 is currently being completed by Boral.

Land uses surrounding the site include:

- the Greystanes Northern Employment Lands (NEL) and the M4 Motorway immediately to the north;
- the QuarryEAST, DEXUS Estate immediately to the east;
- the suburb of Nelson's Ridge further to the east, which is separated from the site by Ridgeline Reserve;
- Boral's construction materials recycling facility to the south, and the industrial/manufacturing areas of Wetherill Park further to the south; and
- Prospect Reservoir and Eastern Creek to the west.

The closest sensitive receiver is located in the residential area of Nelson's Ridge approximately 800 m to the east of the site.

The site's regional and local context is depicted in **Figures 1 and 2** overleaf.



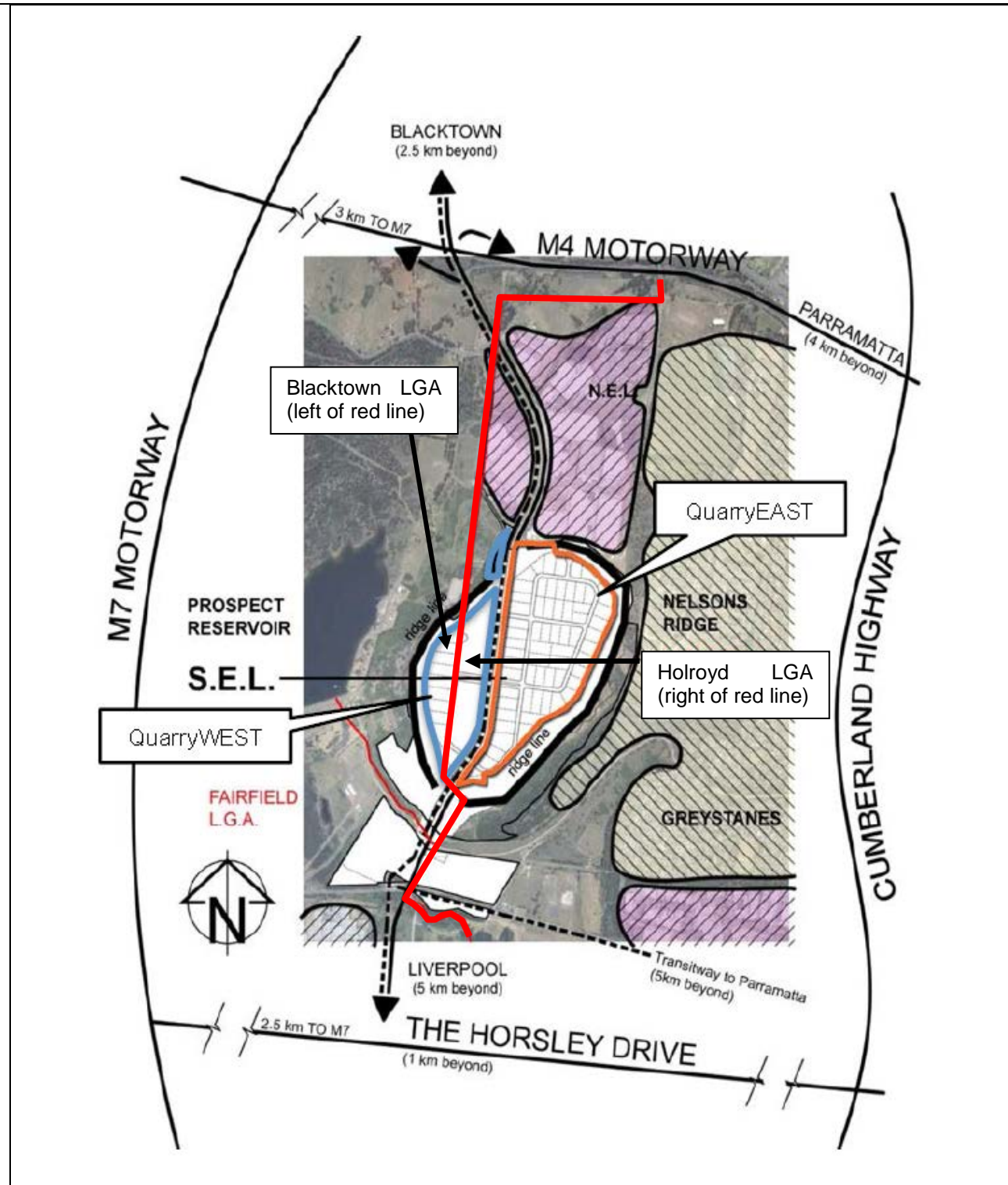


Figure 1: Regional Context



Figure 2: Subject Site and Surrounding Developments



### 1.3 Other Approvals

On 20 July 2007, the Minister for Planning approved a Concept Plan and Project Application (MP 06\_0181) for development of the site for the SEL as follows

#### Concept Approval:

- Subdivision of the site to create an industrial estate, business park, and associated retail uses;
- a maximum gross floor area of 493,215 m<sup>2</sup>;
- a floor space ratio of 0.75:1 for the industrial precinct, and an FSR of 1:1 for a hotel development;
- conceptual road design; and
- urban design controls to guide the future development of the site.

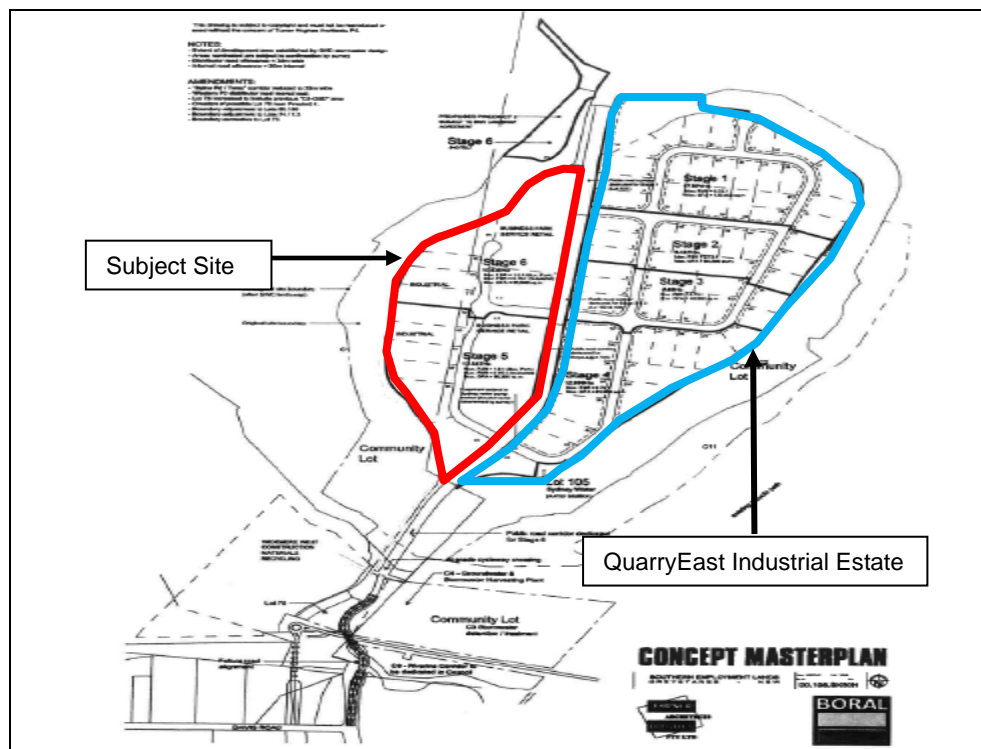
#### Project Approval:

- a 75-industrial lot community title subdivision;
- creation of three lots for business park and service retail use;
- construction of major infrastructure; and
- dedication of all public roads.

Since then, the Concept Plan and Project Approvals have been modified three times to permit:

- revisions to the design of the stormwater and groundwater management systems;
- the deletion of an industrial lot in the Widemere East Precinct to reflect revisions to the water management system;
- the creation of an additional lot at the southern end of Reconciliation Road;
- minor boundary adjustments to lots 65, 66, and 75;
- the reconfiguration of Reconciliation Road and design principles for its construction;
- the importation of 350,000 m<sup>3</sup> of virgin excavated natural material and excavated natural material into the western precinct of the SEL over a 12 to 24 month period to address the deficit of on-site fill material; and
- consequential amendments to the Statement of Commitments (SOC) and terms of approval to reflect the above changes.

The Concept Plan, as modified, is depicted in **Figure 3** below.



**Figure 3:** Concept Plan (MP 06\_0181, as modified)

On December 2008, the Greystanes SEL was gazetted as a State Significant Site under *State Environmental Planning Policy (Major Development) 2005* (the MD SEPP). The MD SEPP provides zoning provisions, permissible uses and development standards for the SEL site which are generally consistent with the development controls outlined in the Greystanes SEL Concept Plan and Project Approval.

On 8 November 2009, the then Minister for Planning approved a Project Application (MP 09\_0258) for the construction and operation of the QuarryEast industrial estate comprised of 16 warehouse and distribution facilities.

The Project Approval has been modified on six occasions. The project, as amended, permits:

- subdivision of the site into 16 industrial allotments;
- construction of internal estate roads and site services;
- detailed earthworks; and
- construction and operation of 16 warehouse facilities.

To date, 11 facilities within the QuarryEast estate have either been constructed, or are currently under construction.

## 2. PROPOSED DEVELOPMENT

### 2.1. Development Summary

The proposal, as amended by the RTS comprises the following components (as detailed in **Table 1** and **Figures 4 to 8**):

- subdivision of the site into eight development lots;
- construction of internal roads and site services;
- bulk and detailed earthworks;
- construction and use of facilities in two 'zones', including a logistics campus and service centre for industrial and business facilities in 'Zone 1', and associated industrial facilities in 'Zone 2'; and
- a total gross floor area of approximately 127,765 m<sup>2</sup>.

**Table 1: Proposed Development Components**

Aspect	Description
<b>Summary</b>	<ul style="list-style-type: none"> <li>• construction and use of an industrial business park accommodating warehouse, distribution, and retail uses.</li> </ul>
<b>Proposed Uses</b>	<ul style="list-style-type: none"> <li>• seven warehouse and distribution facilities, which have the ability to accommodate a total of 12 separate end-users; and</li> <li>• retail facilities, including a supermarket, petrol station and fast food outlet, and specialty retail stores.</li> </ul>
<b>Subdivision</b>	<ul style="list-style-type: none"> <li>• subdivision of the site to create eight development lots and roads.</li> </ul>
<b>Earthworks</b>	<ul style="list-style-type: none"> <li>• bulk and detailed earthworks associated with infrastructure and facility construction (excluding the rehabilitation and site levelling work being undertaken in accordance with MP 06_0181).</li> </ul>
<b>Facility Description</b>	<ul style="list-style-type: none"> <li>• a total gross floor area (GFA) of approximately 127,765 m<sup>2</sup>, including 3,220 m<sup>2</sup> of retail GFA as follows: <ul style="list-style-type: none"> <li><u>Zone 1:</u> <ul style="list-style-type: none"> <li>• construction of a logistics campus comprising three integrated warehouse and distribution facilities, which have the ability to accommodate five separate end-users, with 60,295 m<sup>2</sup> of GFA, including ancillary offices, car parking and landscaping; and</li> <li>• construction of a service centre with 3,220 m<sup>2</sup> of GFA comprising: <ul style="list-style-type: none"> <li>▪ a 2,000 m<sup>2</sup> supermarket;</li> <li>▪ retail stores with 870 m<sup>2</sup> of GFA;</li> <li>▪ a 250 m<sup>2</sup> GFA fast food outlet; and</li> <li>▪ a 100 m<sup>2</sup> petrol station.</li> </ul> </li> </ul> </li> <li><u>Zone 2:</u> <ul style="list-style-type: none"> <li>• construction of four warehouse and distribution facilities, which have the ability to be configured to accommodate seven separate end-users, with a total of GFA 64,250 m<sup>2</sup>, including ancillary offices; and</li> </ul> </li> </ul> </li> </ul>

Aspect	Description
<b>Access and Roads</b>	<ul style="list-style-type: none"> <li>ancillary development, including hard stand, car parking and landscaping.</li> <li>construction of Dolerite Close, Basalt Road and Bellevue Circuit, and private internal access roads; and</li> <li>minor upgrades to the external road network comprising: <ul style="list-style-type: none"> <li>signalisation and construction of additional turning bays at the intersection of Reconciliation Road and Dolerite Close; and</li> <li>construction of a turning bay at the intersection of Reconciliation Road and Bellevue Circuit.</li> </ul> </li> </ul>
<b>Stormwater</b>	<ul style="list-style-type: none"> <li>construction of on-lot and internal estate stormwater drainage infrastructure.</li> </ul>
<b>Hours of Operation</b>	<ul style="list-style-type: none"> <li>24-hours-per-day, seven-days-per-week.</li> </ul>
<b>Capital Investment Value</b>	<ul style="list-style-type: none"> <li>\$118 million.</li> </ul>
<b>Employees (estimated)</b>	<ul style="list-style-type: none"> <li>Construction 500 full-time equivalents.</li> <li>Operation 881 full-time equivalents comprising: <ul style="list-style-type: none"> <li>369 (industrial precinct); and</li> <li>512 (business precinct).</li> </ul> </li> </ul>

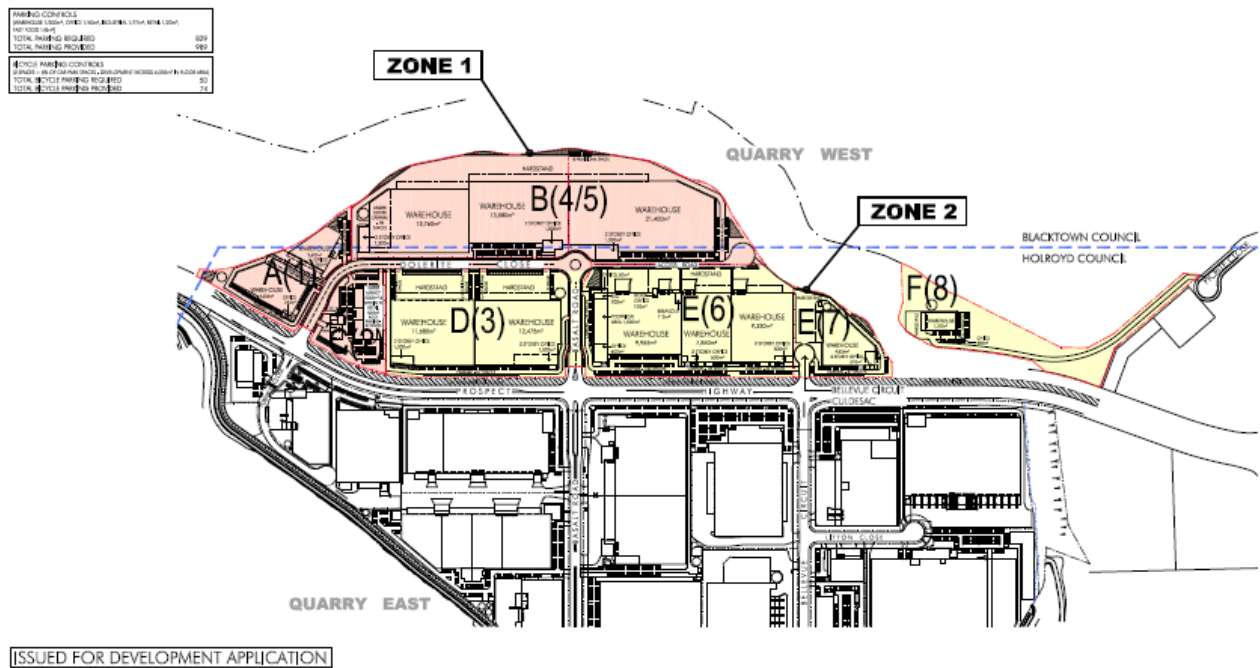


Figure 4: Proposed Site Layout Plan





Figure 5: Proposed Massing Diagrams (subject site in red outline)





Figure 6: Proposed Design Aesthetic

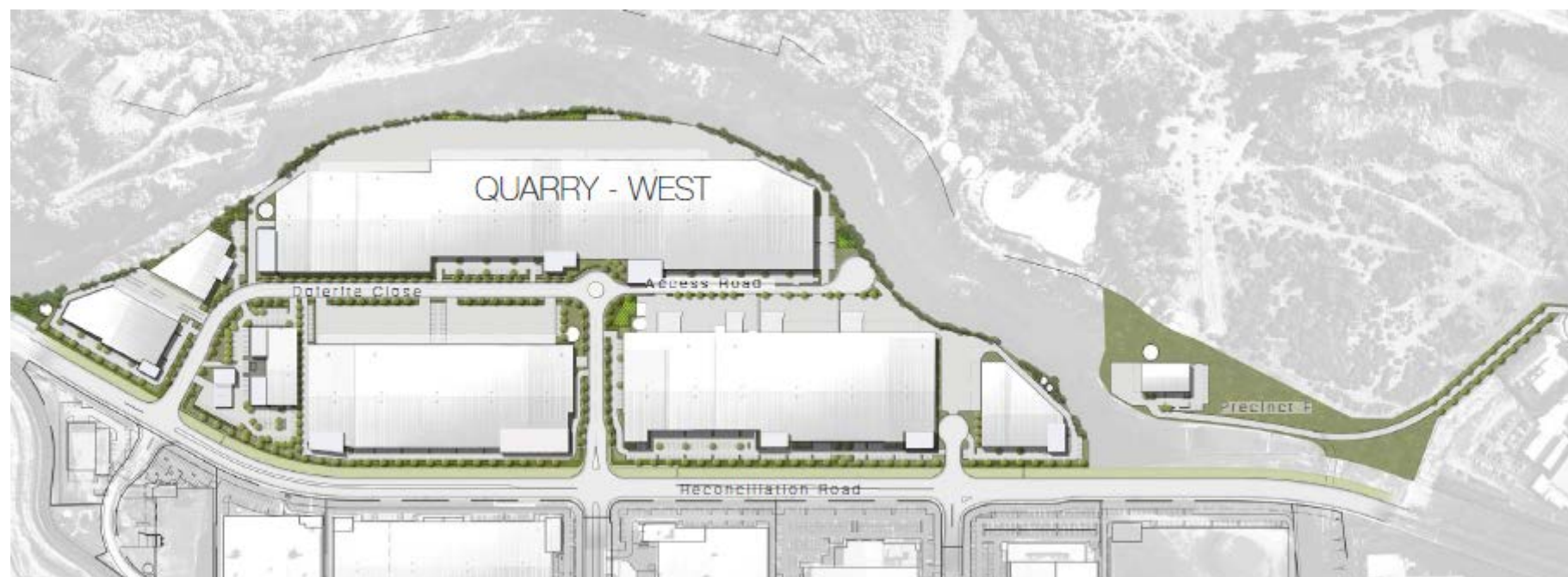


Figure 7: Proposed Landscape MasterPlan



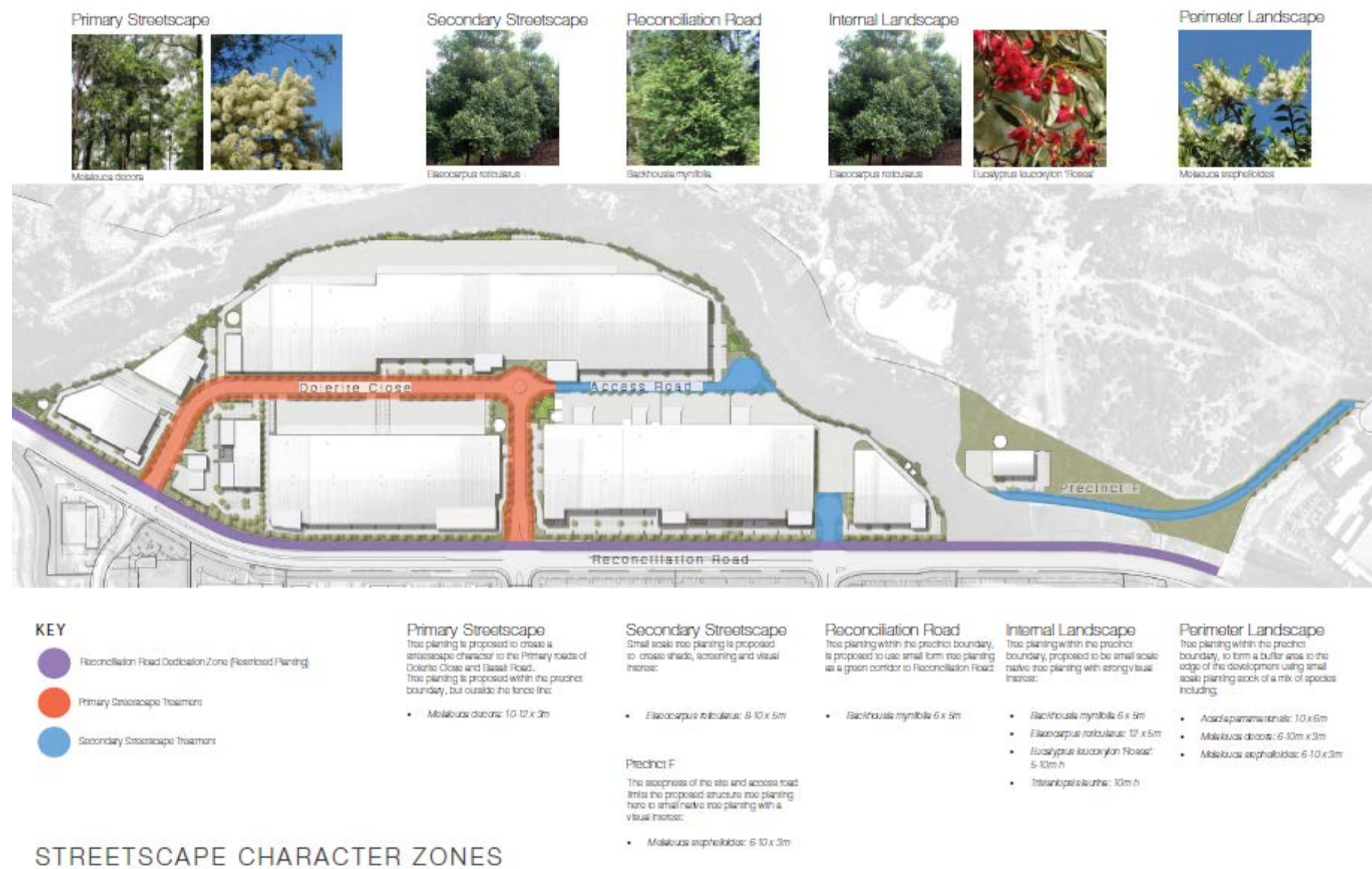


Figure 8: Proposed Streetscape Character Zones



## 2.2 Need and Justification

The proposed development will complete the remaining western portion of the Greystanes SEL Industrial Business Park, consistent with the provisions of the MD SEPP and the Greystanes SEL Concept Approval. It will also add value to DEXUS' existing operations within the SEL by providing a high standard logistics campus which capitalises on the site's close proximity to the regional road network, the future Wetherill Park to Blacktown bus transit-way, and the Lower Prospect Cycleway adjacent to the former Sydney Water Supply Canal.

The proposed development will also assist in the development of new industrial facilities which will provide employment opportunities in Western Sydney, consistent with the goals, directions and actions outlined in *A Plan for Growing Sydney*.

## 3. STRATEGIC AND STATUTORY CONTEXT

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### 3.1. Strategic Context

The NSW Government's main priority in *NSW 2021* is to restore economic growth by improving the performance of the economy to deliver jobs, opportunities and increased prosperity to the State (Goal 1) through a number of specific targets. These targets include increasing business investment and economic output and ensuring that employment growth continues at a steady state and is shared by the community.

*NSW 2021* sets the Government's agenda for change in NSW. It is a 10 year plan to re-build the economy, return quality services, renovate infrastructure, restore accountability to Government, and strengthen Sydney's local environment and communities.

The construction and operation of the proposed development will assist in achieving the targets outlined in *NSW 2021* by facilitating the investment of \$118 million in Western Sydney which will have flow on economic benefits via the creation of 500 construction jobs and 881 operational jobs.

The application is also consistent with the goals, directions and actions outlined in *A Plan for Growing Sydney* as it will:

- assist in the transformation of Western Sydney by providing growth and investment in an identified industrial precinct with high levels of accessibility to the regional road network, and existing and planned public transport and cycle infrastructure (Direction 1.4);
- provide additional employment opportunities within close proximity to existing residential developments in Western Sydney (Direction 1.4);
- support and bolster the land available for priority industry sectors, and will provide appropriate on-going development controls for this land consistent with Direction 1.9 of the Plan; and
- assist with the on-going protection and interpretation of the site's rich industrial heritage consistent with Direction 3.4 of the Plan.

### 3.2. State Significant Development

The proposal is classified as State Significant Development (SSD) under section 89C of the EP&A Act because it is development with a capital investment value (CIV) of more than \$50 million for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.

The logistics campus component of the proposal has a CIV of \$53.5 million and the total development has a CIV of \$118 million. Therefore, the proposal satisfies the criteria at clause 12, Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). Consequently, the Minister for Planning is the consent authority for the proposal.

### 3.3. Consent Authority

On 16 February 2015, the then Minister delegated her functions to determine SSD applications to the Executive Director, Key Sites and Industry Assessments where:

- the relevant local council has not made an objection;
- there are less than 25 public submissions in the nature of objections; and
- a political disclosure statement has not been made.

Under the Ministerial delegation dated 16 February 2015, the Executive Director, Key Sites and Industry Assessments, may determine the development application as the Council did not object, there were no political donation disclosures, and there were less than 25 public submissions of objection.

### 3.4. Permissibility

The site is part of the Greystanes SEL State significant site. Land use planning for the site is regulated by *State Environmental Planning Policy (Major Development) 2005* (the MD SEPP). The site is zoned 'IN2 Light Industrial' and 'B7 Business Park' under the MD SEPP.

Warehouse and distribution centres are permissible with development consent within the IN2 and B7 zones. In addition, supermarket, retail stores, fast food outlets and petrol stations, are permissible with development consent in the B7 zone. In addition, the proposed development is consistent with the objectives of the IN2 and B7 zones as it will:

- provide for a range of light industrial and warehouse related land uses via the creation of flexible floor plates that can be subdivided to suit the needs of future tenants;
- provide floor space for potential research and development uses;
- facilitate employment generating land uses for a wide range of purposes; and
- will ensure the provision of facilities and services to support the day to day needs of workers in the locality.

### 3.5. Considerations under Section 79C of the EP&A Act

Under section 79C of the EP&A Act, a consent authority is required to take a number of matters into consideration. The Department has duly considered the prescribed matters.

The Department's detailed consideration of the development against the provisions of section 79C of the EP&A Act is provided at **Appendix B**. In summary, the Department is satisfied that the proposed development is consistent with section 79C of the EP&A Act.

### 3.6. Environmental Planning Instruments

The following State Environmental Planning Policies (SEPP) were considered in the assessment of the proposed development:

The Department has assessed the proposed development against the relevant provisions of the following EPIs:

- *State Environmental Planning Policy (State and Regional Development) 2011;*
- *State Environmental Planning Policy (Major Development) 2005;*
- *State Environmental Planning Policy (Infrastructure) 2007;*
- *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development;*
- *State Environmental Planning Policy No. 55 – Remediation of Land; and*
- *State Environmental Planning Policy No. 64 – Advertising and Signage.*

In addition, the proposed development is 'integrated development' under section 91 of the EP&A Act as the proposed road upgrades require approval under the section 138 of the *Roads Act 1993*.

Detailed consideration of the provisions of all EPIs that apply to the proposed development is provided in **Appendix C** of this report. The Department is satisfied that the proposed development generally complies with the relevant provisions of these EPIs.

### 3.7. Objects of the EP&A Act

In determining an application, the consent authority must consider whether the proposed development is consistent with the relevant objects of the EP&A Act. These objects are detailed in clause 5 of the Act, and include:

- (a) *to encourage:*
  - (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment;*
  - (ii) *the promotion and co-ordination of the orderly and economic use and development of land;*
  - (iii) *the protection, provision and co-ordination of communication and utility services;*
  - (iv) *the provision of land for public purposes;*
  - (v) *the provision and co-ordination of community services and facilities;*
  - (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats;*
  - (vii) *ecologically sustainable development; and*
  - (viii) *the provision and maintenance of affordable housing;*
- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State; and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.*

The Department has fully considered the objects of the EP&A Act, including the encouragement of ecologically sustainable development (ESD), in its assessment of the application.

The Department considers that objects 5(a)(i), (ii) and (vi), 5(b) and 5(c) are most relevant to the merit assessment of this application. The Department has given due consideration to these objects in its assessment of the proposed development and has concluded that the application is consistent with these objectives (see **Table 2**).

**Table 2:** Objects of the EP&A Act and Relevance to the Proposed Development

Object	Consideration
5(a)(i)	The proposed development would ensure the proper management and development of suitably zoned (industrial) land for the economic enhancement of the community, including the provision of 500 full-time equivalent construction jobs and 881 full-time equivalent operational jobs in Western Sydney. The proposed development has been designed to meet current best practice environmental standards. The potential impacts of the proposed development have been minimised through appropriate site selection, site layout, design and proposed environmental control measures.
5(a)(ii)	The proposed development is located on suitably zoned industrial land and would be used economically to ensure the employment of 881 operational staff.
5(a)(vi)	The Department's assessment at <b>Section 5</b> of this report demonstrates that with the implementation of the recommended conditions of consent, the impacts of the development can be mitigated and/or managed to ensure the environment is protected.
5(b)	The Department has assessed the development in consultation with, and giving due consideration to, the technical expertise and comments on the development provided by other Government authorities. This is consistent with the object of sharing the responsibility for environmental planning between different levels of government in the State.
5(c)	The application was exhibited in accordance with section 89F (1) of the Act to provide public involvement and participation in the environmental planning and assessment of this application.

### 3.8. Compliance with Clause 3B of Schedule 6A to the EP&A Act

Clause 3B(2)(d) to Schedule 6A the EP&A Act specifies that a consent authority must not grant consent under Part 4 unless it is satisfied that a development is generally consistent with the terms of the approved Concept Plan.



The Department considers that the application is generally consistent with the terms of the approved Concept Plan as it will facilitate the construction of a development for warehousing and distribution purposes. The Department's full assessment of compliance against the terms of the Greystanes SEL Concept Plan is provided at **Section 5.1** of this report.

### 3.9. Ecologically Sustainable Development

The EP&A Act adopts the definition of ESD in the *Protection of the Environment Administration Act 1991* (PEA Act). Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes, and that ESD can be achieved through the implementation of the four following principles:

- (a) *the precautionary principle;*
- (b) *inter-generational equity;*
- (c) *conservation of biological diversity and ecological integrity; and*
- (d) *improved valuation, pricing and incentive mechanisms.*

The Department's assessment of the proposed development (see **Section 5**) is based on a conservative and rigorous assessment of the likely impacts of the proposed development, with consideration of cumulative impacts from existing and approved development in the locality.

The Department has considered the need to encourage the principles of ESD, in addition to the need for the proper management and conservation of natural resources, the orderly development of land, and the need for the proposed development as a whole, within **Section 5** of this report.

The Department has concluded that subject to the imposition of the recommended conditions of consent, the application will not result in any adverse environmental outcomes.

### 3.10. Environmental Planning and Assessment Regulation 2000

Subject to any other references to compliance with the EP&A Regulation cited in this report, the requirements for notification (Part 6, Division 6) and fees (Part 15, Division 1AA) have been complied with.

## 4. CONSULTATION AND SUBMISSIONS

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### 4.1. Public Exhibition

Under section 89F(1) of the EP&A Act, the Secretary is required to make a State significant development application (DA) and any accompanying information publicly available for at least 30 days. After accepting the EIS, the Department:

- made it publically available between Thursday 16 April 2015 and Monday 19 May 2015:
  - on the Department's website;
  - at the Department's Information Centre; and
  - at the Blacktown City Council and Holroyd City Council offices.
- notified nearby landowners in the vicinity of the proposed development about the exhibition;
- notified relevant State government authorities and Blacktown City Council and Holroyd City Council; and
- advertised the exhibition in the Blacktown Advocate.

A total of 18 submissions were received, including submissions from Blacktown City Council and Holroyd City Council, seven submissions from government agencies and nine submissions from the general public. None of the Councils or government agencies objected to the application.

Of the public submissions, seven objected to the proposal. The submissions raised concern with the potential traffic, access, noise, air and water quality, urban design, landscaping, and amenity impacts of the development.

A summary of the issues raised in submissions is provided below. Each submission is provided in full at **Appendix E**.

#### 4.2. Public Authorities

**Holroyd City Council (Council)** raised no objection, however it raised the following concerns:

##### Urban Design and Landscaping:

- the application should demonstrate how the development will achieve design excellence;
- the development should incorporate outdoor staff areas;
- the development should maintain a 7.5 m setback from Reconciliation Road, Dolerite Close, Basalt Road, Bellevue Circuit and the internal access road; and
- the landscape plan should be revised to remove all exotic species.

##### Traffic and Parking:

- the Traffic Impact Assessment should be revised to include the following information:
  - an assessment of the Dolerite Close/Basalt Road intersection;
  - address how right-turn movements will be achieved at the Prospect Highway/Bellevue Circuit intersection; and
  - methods for improving the performance of intersections operating at a level of service E or below;
- the application will require the relocation of the traffic signals and street lights at the Reconciliation Road/Bellevue Circuit intersection, and any redesign of the intersection will need to comply with RMS requirements;
- the application should be redesigned to ensure the 30 m road corridor along Basalt Road is continued between Reconciliation Road and Dolerite Close;
- Dolerite Close should be 20 m in width; and
- the application should demonstrate that adequate sightlines will be provided where fencing is proposed adjacent to driveways.

The Council also recommended a number of standard engineering/civil conditions of consent.

The Department has reviewed Council's comments and agrees that additional information should be provided to demonstrate that the application complies with the design excellence provisions of the Major Development SEPP and the Greystanes SEL Concept Plan, and will not result in any adverse traffic impacts. The Department requested the Applicant to prepare a Response to Submissions (RTS) to address these issues.

**Blacktown City Council** raised no objection, however it raised the following concerns with the urban design impacts of the development:

- the plans for Building B are inconsistent with the design excellence provisions outlined in the Urban Design Plan approved under the Greystanes SEL Concept Plan; and
- the Statement of Commitments should be revised to include crime prevention measures.

As previously outlined, the Department requested an RTS to ensure the Applicant demonstrates that the application is consistent with the design excellence provisions of the MD SEPP and the Greystanes SEL Concept Plan.

**Department of Primary Industries (NSW Office of Water) (DPI)** raised no objection, however it requested that the Applicant:

- contribute to the riparian rehabilitation works required within the Greystanes SEL; and
- clarify the accuracy of the groundwater data used to support the groundwater analysis prepared to demonstrate that the existing groundwater system is sufficient to ensure that the maximum groundwater level will remain below the proposed finished levels for the site.

The Department has reviewed NOW's comments and has requested that the Applicant validate the groundwater data relied upon to support the EIS as part of its RTS.

**Transport for NSW (TfNSW)** raised no objection, however it requested that the Applicant provide a swept path analysis for vehicles up to 30 m length.

In addition, TfNSW requested that the Department require the Applicant to:

- prepare a Construction Traffic Management Plan in consultation with TfNSW prior to the commencement of construction works;
- prepare a Work Place Travel Plan; and
- ensure that bicycle parking facilities are provided in accordance with the relevant Council standards.

The Department has reviewed TfNSW's comments and has required the Applicant to provide a swept path analysis for vehicles over 30 m in its RTS. In addition, the Department has recommended conditions of consent to ensure that:

- the Applicant prepares a Construction Traffic Management Plan prior to the commencement of any works on-site;
- end of trip facilities are provided in each building in accordance with Council's standards prior to the issue of a Construction Certificate; and
- the Applicant submits a Workplace Travel Plan prior to the issue of every Occupation Certificate.

**Roads and Maritime Services (RMS)** did not object to the application, however it advised that additional justification is required to demonstrate that the right-turn bay on Reconciliation Road from Dolerite Close meets the RMS' warrant requirements.

**Environment Protection Authority (EPA)** raised no objection, however it advised that the water and air quality impact assessments should be revised to address the following matters:

#### Water Quality

- details of the soil and water intake and discharge volumes and frequency;
- provision of a detailed water balance;
- details of the proposed erosion and sediment controls; and
- an assessment of potential groundwater, stormwater and leachate impacts.

#### Air Quality

- a description of all air emissions and an assessment of potential air quality impacts; and
- identification of potential management/mitigation measures proposed to address the potential air quality impacts of the development.

The Department requested that the Applicant address these issues in its RTS.

**Heritage Council of NSW** raised no objection, however it requested that the Applicant provide an assessment of the impacts of the development on non-indigenous archaeological resources.

The Department requested that the Applicant address these issues in its RTS.

**Sydney Water** and **Endeavour Energy** raised no objection, and recommended standard conditions of consent. These conditions have been included in the recommended conditions of consent.

### **4.3. Public Submissions**

The Department received nine public submissions during the exhibition period, seven of which raised an objection. The issues raised in the public submissions are outlined below:

#### Traffic and Access:

- the opening of Butu Wargun Drive along Reconciliation Road will result in additional traffic through the Pemulway Estate; and
- the surrounding road network cannot cope with the additional traffic generated by the development during school hours and the pm peak period.



Noise:

- the construction and operational phases of the development will generate additional noise impacts at the surrounding residential receivers;
- residents should be provided with a contact should construction or operational noise become excessive;
- clarification should be provided to confirm how long noise testing will be undertaken once the development is operational; and
- the hours of operation should be restricted to 6 am to 11 pm seven-days-per-week to minimise noise impacts at nearby residential receivers.

Air Quality:

- the traffic generated by the development will reduce air quality in the locality.

The Department has reviewed the public submissions and has concluded that:

- Butu Wargun Drive is located within the employment lands to the north of the site and as such traffic impacts associated with the opening of Butu Wargun Drive cannot be assessed under this application;
- the traffic impacts associated with the redevelopment of the SEL were assessed under MP 06\_0181, and this assessment concluded that subject to the recommended road upgrades, the redevelopment of the SEL would not result in any adverse traffic impacts. In addition, the Traffic Assessment report prepared to support the proposed development confirms that the cumulative traffic impacts of development within the SEL (the QuarryWest and QuarryEast projects) will not result in any adverse traffic impacts on the surrounding road network;
- the Acoustic Assessment prepared to support the development application confirms that the proposed development will comply with the EPA's operational noise criteria at the surrounding residential receivers; and
- the EIS does not include a quantitative air quality assessment and this information should be provided in the Applicant's RTS.

The Department requested that the Applicant address all of the public submissions in its RTS.

#### **4.4. Response to Submissions**

The Proponent provided its RTS on 9 July 2015. The RTS proposes minor design revisions to the building facades, as well as minor adjustments to the configuration and detailed design of Building E(6) to respond to the needs of the end user. In addition, the RTS includes revisions to the technical reports to respond to the issues raised in the public and agency submissions. These revisions are outlined below:

Design Changes:

- a decrease in the total GFA from 131,140 m<sup>2</sup> to 127,765 m<sup>2</sup>;
- provision of additional elevations for each warehouse to respond to the issues raised by the Department;
- minor revisions to the road sections to provide a consistent footpath design;
- revisions to the landscape plans to reflect the design revisions outlined above, and the removal of all exotic species; and
- minor revisions to the civil plans to provide consistency with the architectural drawings and landscape plans.

Supplementary Technical Information:

- additional traffic analysis to respond to the issues raised by Holroyd Council, TfNSW and RMS;
- a copy of the Groundwater Management Plan approved under the SEL Concept Plan; and
- revisions to the air quality assessment to provide a quantitative analysis of the air quality impacts.

The Department referred the RTS to Blacktown and Holroyd Councils, TfNSW, RMS, EPA, the Heritage Council, DPI, Sydney Water and Endeavour Energy for comment. The RTS was also made publicly available on the Department's website on 9 July 2015.

The Department received submissions from Blacktown and Holroyd Councils, TfNSW, RMS, EPA, the Heritage Council, DPI, Sydney Water and Endeavour Energy. These submissions are summarised below.

**Holroyd City Council, Endeavour Energy and EPA** raised no objection to the RTS and provided no further comments.

**Blacktown City Council** raised no objection to the RTS, however it advised that the proposed retaining walls do not demonstrate design excellence. To address this issue the Council recommended that the Department impose a condition specifying that all retaining walls in excess of 600 mm in height must be redesigned to provide stepping, cascading planting, and the use of different materials.

The Department has reviewed the Council's comments and has concluded that the proposed fencing is consistent with the requirements of the *Greystanes Estate Southern Employment Lands Urban Design Plan* (UDP), which applies to all future developments within the Greystanes SEL. Given the above, the Department has not included the Council's recommended condition in the development consent.

**DPI** raised no objection to the RTS and provided the following comments:

- the proposed development must meet the requirements of the Groundwater Management Plan (GMP) approved under MP 06\_0181 and the existing water access licence; and
- should the Applicant seek to amend the approved GMP additional monitoring data will be required.

The Applicant provided the Department with a copy of the GMP on 11 September 2015, and NOW confirmed that the GMP was approved on 17 September 2015. The Department has reviewed the development and is satisfied it is consistent with the GMP. This issue is discussed in further detail in **Section 5.7** of this report. In addition, the Department notes that the Applicant is not seeking to amend the GMP as part of this application.

**RMS** raised no objection to RTS and provided the following comments:

- in-principle approval has been granted for the traffic signals proposed at the intersection of Reconciliation Road/Dolerite Close/Turnbull Close, and the fourth leg at the intersection of Reconciliation Road/Bellevue Circuit;
- the Applicant should investigate whether it is possible to construct two 50 m long right-turn bays at the intersection of Reconciliation Road and Dolerite Close to improve the functionality this intersection;
- the proposed traffic signals should be designed to meet the RMS standards and all works should be at no cost to RMS;
- the layout of the proposed carpark should be designed in accordance with the relevant Australian Standards; and
- the Applicant should submit a Construction Traffic Management Plan prior to the issue of a Construction Certificate.

The Department has reviewed the RMS' comments and has recommended conditions of consent to:

- ensure the intersection upgrades required to service the development are designed to the satisfaction of RMS;
- the right-turn bay proposed from Reconciliation Road to Dolerite Close is redesigned to the satisfaction of the RMS;
- all road upgrade works are undertaken at the Applicant's expense;
- the layout of the carpark is designed to comply with the relevant Australian Standards; and
- the Applicant prepared and submits a Construction Traffic Management Plan to the satisfaction of the Secretary prior to the commencement of construction works.

**TfNSW** raised no objection to the proposed development and recommended standard conditions of consent for bicycle parking and facilities, design vehicle access, construction traffic management and workplace travel planning. The Department has recommended conditions of consent to address these issues.

The **Heritage Council** raised no objection to the RTS, however it advised that:

- part of the site is listed on the State Heritage Register (Prospect Reservoir) and is within proximity to the Prospect Hill site which is also listed on the State Heritage Register;
- the Boral Quarry archaeological site is also listed as a Heritage Item in the Holroyd Local Environmental Plan;

- a Heritage Impact Assessment and a baseline archaeological assessment are required to establish the impact of the proposed development on the heritage values of the site; and
- the Statement of Commitments should be amended to include a provision specifying that in the event any substantial archaeological deposits are discovered works must cease and the Heritage Council should be notified, and further assessment undertaken in accordance with the provisions of the *Heritage Act 1977*.

The Department has reviewed the Heritage Council's submission and notes that MP 06\_0181 identified conceptual building envelopes and permitted bulk earthworks across the Greystaynes SEL. The envelopes and earthworks were supported by Aboriginal and historic heritage assessments which concluded that due to the disturbed nature of the site, development within the SEL would not result in any adverse heritage or archaeological impacts, subject to the implementation of a Heritage Interpretation Plan (HIP).

A HIP has been prepared in accordance with the requirements of MP 06\_0181 and the Department is satisfied that the proposed development is generally consistent with the final HIP. A detailed discussion of compliance with the HIP is provided in **Section 5.6** of this report.

## 5. ASSESSMENT

The Department has considered the EIS, the issues raised in the submissions, and the Applicant's RTS in its assessment of the proposed development. The Department considers the key assessment issues are:

- compliance with the MD SEPP (**Section 5.1**);
- consistency with the Greystaynes SEL Concept Plan (**Section 5.2**);
- traffic (**Section 5.3**);
- noise (**Section 5.4**); and
- heritage (**Section 5.5**).

A number of other issues are considered to be minor and are addressed in **Section 5.6** of this report.

### 5.1. Compliance with the MD SEPP

Part 12 of Schedule 3 of the MD SEPP specifies that development within the SEL must comply with:

- the relevant zone objectives;
- the building height maxima;
- the GFA maxima;
- the public transport requirements;
- the FSR maxima;
- the relevant car parking requirements; and
- and the design excellence/architectural requirements.

The proposed buildings are consistent with the relevant zone objectives, and do not exceed the maximum height, GFA or FSR controls applicable to buildings within the IN2 or B7 zones. In addition, all buildings are consistent with the car parking requirements of clause 18 of the SEPP. Compliance with these provisions is outlined in **Table 3** below.

**Table 3:** Compliance with the MD SEPP Controls

Control	Development Application (as per RTS)	Compliance
<b>Zoning</b>		
B7 Business Park	Supermarket, retail stores, fast food outlet and petrol stations, are permissible with development consent in the B7 zone.  Further, the Department has concluded that the construction and use of the proposed retail uses will encourage employment opportunities and provide suitable facilities to service workers in the SEL. Given the above the proposed development is consistent with the objectives of the B7 zone.	Yes
IN2 Light Industrial	Warehouse and distribution centres are permissible with development consent within IN2 zone.	Yes
<b>Height</b>		
Maximum of 25 m in the B7 Zone	Building heights will not exceed 13.7 m in the B7 zone.	Yes
Maximum of 15 m in the	Building heights will not exceed 13.7 m in the IN2 zone.	Yes



IN2 Zone		
<b>GFA</b>		
Total GFA within the B7 zone of the SEL must not exceed 104,000 m <sup>2</sup>	The total GFA of the buildings within the B7 zone is 59,345 m <sup>2</sup> .	Yes
The total GFA of all retail premises within the B7 zone must not exceed 6,500 m <sup>2</sup>	The total retail GFA is 3,220 m <sup>2</sup> .	Yes
Total supermarket GFA within the B7 zone must not exceed 2,000 m <sup>2</sup>	The GFA for the proposed supermarket is 2,000 m <sup>2</sup> .	Yes
<b>FSR</b>		
The FSR of all land within the IN2 zone must not exceed 0.75:1	The FSR for the QuarryEast site is 0.61:1 and the FSR for the propose development is 0.54:1. The proposed development is therefore capable of complying with this requirement.	Yes
<b>Car Parking</b>		
Warehouse and distribution centres: 1 space per 300 m <sup>2</sup>	856.85 spaces required, 989 proposed.	Yes
Offices: 1 space per 40 m <sup>2</sup>		Yes
Retail: 1 space per 20 m <sup>2</sup>		Yes

### Design Excellence

Clause 21, Part 22 of Schedule 3 of the MD SEPP requires the consent authority to consider whether a new development will exhibit design excellence. When determining whether an application exhibits design excellence, the consent authority must have regard to:

- whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be provided;
- whether the form and external appearance of the building will improve the quality and amenity of the public domain; and
- whether the building will meet sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security, and resource, energy and water efficiency in accordance with any development control plan applying to the site.

The Department has considered the design excellence criteria contained in clause 21, Part 22 of Schedule 3 of the MD SEPP, and considers that the application exhibits design excellence for the following reasons:

- the facades of the proposed warehouse buildings will be articulated to reduce the perceived bulk and scale of the buildings, and will be composed of high quality materials and finishes that are appropriate to the function and location of the buildings;
- the proposed buildings have been designed to provide a unified architectural language to provide legibility within the public domain and respond to the site's desired future character as an industrial business park; and
- the buildings have been designed to:
  - incorporate solar passive design (via building orientation and use of shading devices) and high performance glazing to reduce energy consumption;
  - maximise the use of natural light and cross-ventilation to provide a high degree of amenity for future occupants and further reduce energy consumption;
  - incorporate low energy lighting, low embodied energy materials, and energy efficient plant;
  - provide a high degree of passive surveillance over the public domain via the provision of office and/or retail tenancies at ground floor level; and
  - connect to the water harvesting dam at Windlemere East which will facilitate the treatment of water within the SEL for re-use at the Cumberland County Golf Club.

## 5.2. Consistency with the Greystanes SEL Concept Plan

Terms 1, 6, 7 and 8 of the Concept Plan approval require future applications to demonstrate compliance with the GFA, FSR, road design, car parking, floor plate and office floor space requirements of the Concept Plan. In addition, terms 10, 11 and 12 of the Concept Plan require the implementation of the *Greystanes Estate Southern Employment Lands Urban Design Plan* (UDP), as well as the preparation of an estate wide Heritage Interpretation Strategy, Groundwater Management Plan and ESD principles.

The Department has assessed the proposed development against the GFA, FSR, car parking, minimum floor plate and office floor space requirements of the Concept Plan and has concluded that the application fully complies with these requirements (see **Table 4** below). Notwithstanding, the application proposes a minor variation to the road reserve widths originally contemplated under the Concept Plan. These variations are supported on the basis that the proposed road design is consistent with the design intent of the UDP and will not result in any adverse traffic or road safety impacts. This issue is discussed in detail in **Table 4** below.

**Table 4: Compliance with the Greystanes SEL Concept Plan**

Concept Plan Requirement	Proposed Development	Comment
<b>GFA</b>		
Maximum GFA of 439,215 m <sup>2</sup> comprised of: <ul style="list-style-type: none"> <li>a maximum of 97,500 m<sup>2</sup> for business park uses; and</li> <li>a maximum of 6,500 m<sup>2</sup> for service retail uses, of which no more than 2,000 m<sup>2</sup> is permitted for supermarket uses.</li> </ul>	Based on the number of developments approved to date, the proposed development will result in a total of GFA of 378,372 m <sup>2</sup> within the Greystanes SEL. Of this, approximately 56,000 m <sup>2</sup> will be comprised of business park GFA and 2,000 m <sup>2</sup> will be comprised of supermarket uses.	Fully Complies
<b>FSR</b>		
Maximum FSR of 0.75:1 in the industrial precinct.	The FSR for the QuarryEast site is 0.61:1 and the FSR for the proposed development is 0.54:1. The proposed development is therefore capable of complying with this requirement.	Fully complies
<b>Road Design</b>		
Compliance with the conceptual road design which comprises: <ul style="list-style-type: none"> <li>a 4-lane 50 m wide north-south central spine (Reconciliation Road);</li> <li>a 2-lane 30 m wide east-west boulevard; and</li> <li>local roads with 20 m wide road reserves and 14 m wide carriageways.</li> </ul>	The development proposes a minor variation to the width of the east-west boulevard (30 m wide road reserve anticipated, 20.5 m proposed). The north-south road is consistent with the conceptual local road reserve width (20 m road reserve contemplated, 20.5 m proposed).  In addition, minor variations are proposed to the approved road layout (see <b>Figure 9</b> below).	The proposed variations are supported on the basis that: <ul style="list-style-type: none"> <li>an east-west boulevard was originally proposed to provide an appropriate streetscape outcome for the more intensive business related uses contemplated under the Concept Plan;</li> <li>these uses are no longer proposed as there is little demand for office floor space within the SEL;</li> <li>the east-west boulevard (Basalt Road) has been designed to provide an entry statement at the intersection of Reconciliation Road consistent with the entry statement provided at the adjacent Quarry East site. This portion of the road reserve is 30 m in width which is consistent with the intent of the UDP; and</li> <li>the proposed road design will not result in any adverse traffic or road safety impacts.</li> </ul>
<b>Car Parking</b>		
office: 1 space/40 m <sup>2</sup> ; retail: 1/20 m <sup>2</sup> ; industrial: 1/77 m <sup>2</sup> ; and warehouse: 1/300 m <sup>2</sup> .	243 spaces required 377 spaces required 236 spaces required 19 spaces required <b>TOTAL: 876 spaces required</b>	989 parking spaces are proposed. Given the above, the application fully complies with the car parking requirements.
<b>Minimum Floor Plate</b>		
Any building for the purpose of an office must provide a minimum floor plate of 3,000 m <sup>2</sup> .	There are no individual office buildings proposed.	N/A
<b>Office Floor Plate</b>		
A maximum of 30 per cent of the	Approximately 7% cent of the total	Fully Complies

GFA can be developed for the purpose of associated office space where the site is more than 400 m from a bus stop.	GFA is comprised of associated floor space which is located within 400 m of a bus stop.	
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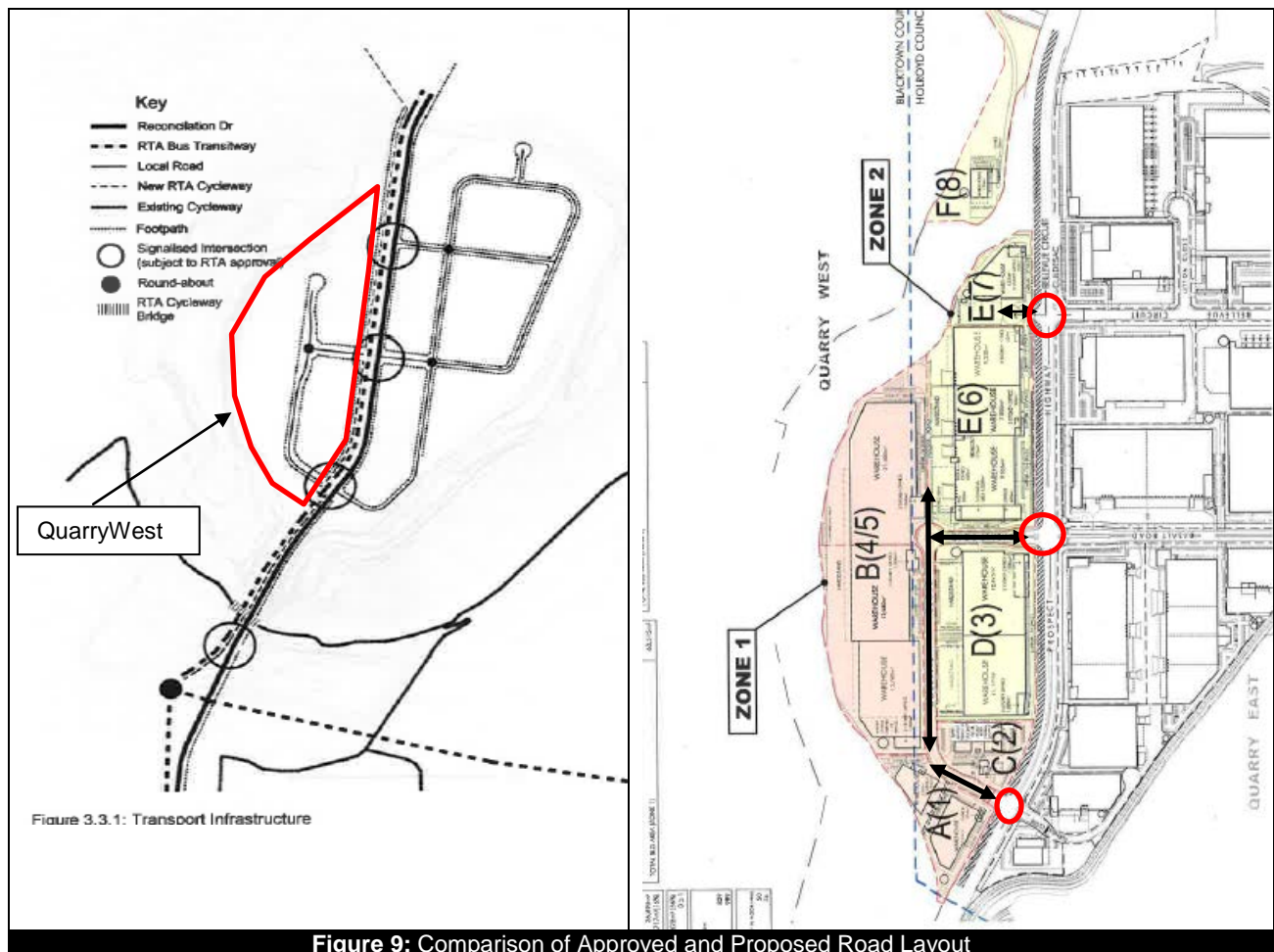


Figure 9: Comparison of Approved and Proposed Road Layout

In addition, the Department has assessed the application against the requirements of the final Heritage Interpretation Strategy (HIS), the approved Groundwater Management Plan (GMP), and the ESD principles and notes that the application is fully compliant with provisions of these plans and strategies. These matters are discussed in greater detail in **Section 5.5** of this report.

In terms of the UDP, the Department has concluded that the proposed development requires some minor variations to the transport and infrastructure, subdivision and built form principles, and the following development controls:

- general ESD development controls; and
- the built form and stormwater management development controls for developments within Precinct 1 of the UDP.

The Department has assessed the proposed variations to the UDP and is satisfied that the departures are minor and will not result in any adverse urban design, environmental or amenity outcomes. The Department's assessment of these matters is provided in **Table 5** overleaf.

In addition, the Department has concluded that the proposed development is fully compliant with the residual requirements of the UDP. A full assessment of compliance with the UDP is provided at **Appendix D**.

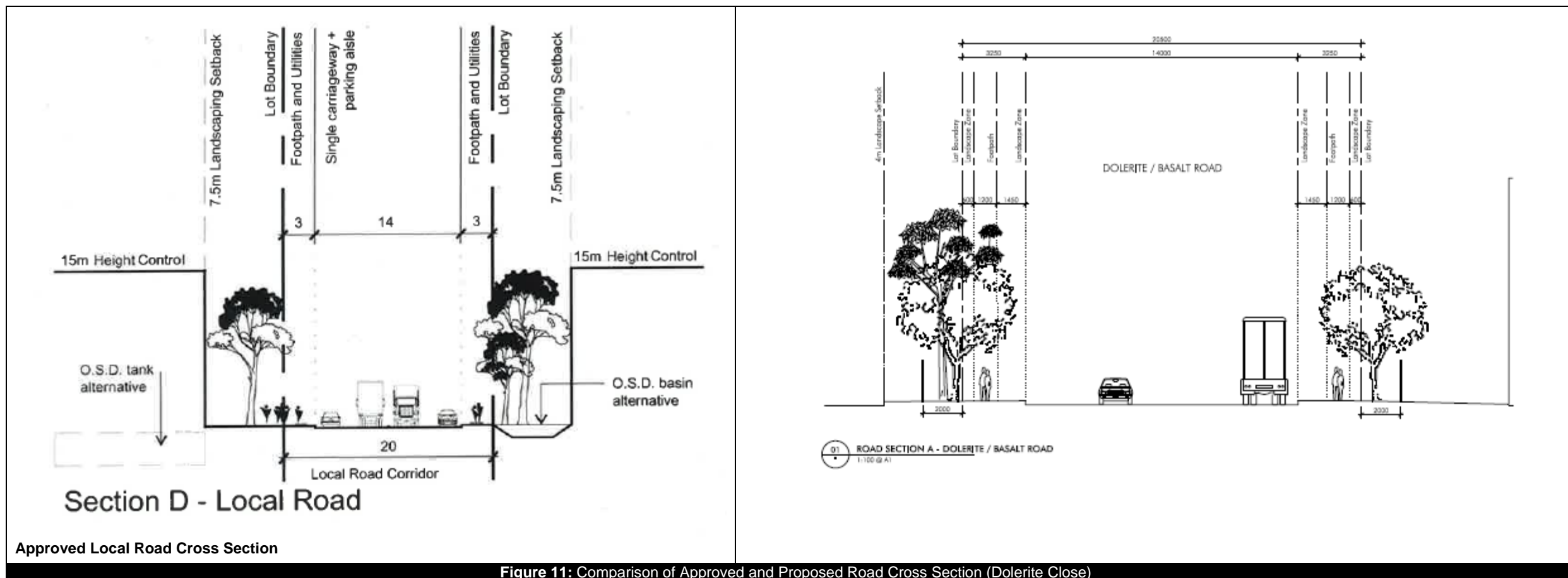
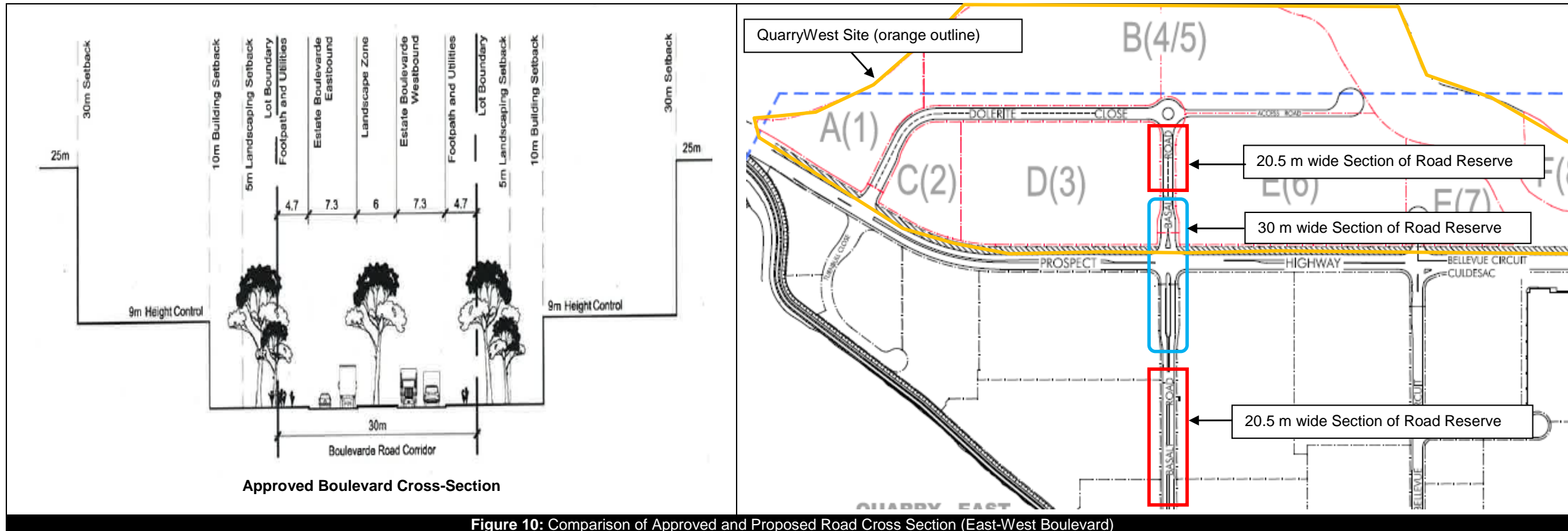
Table 5: Departures from UDP

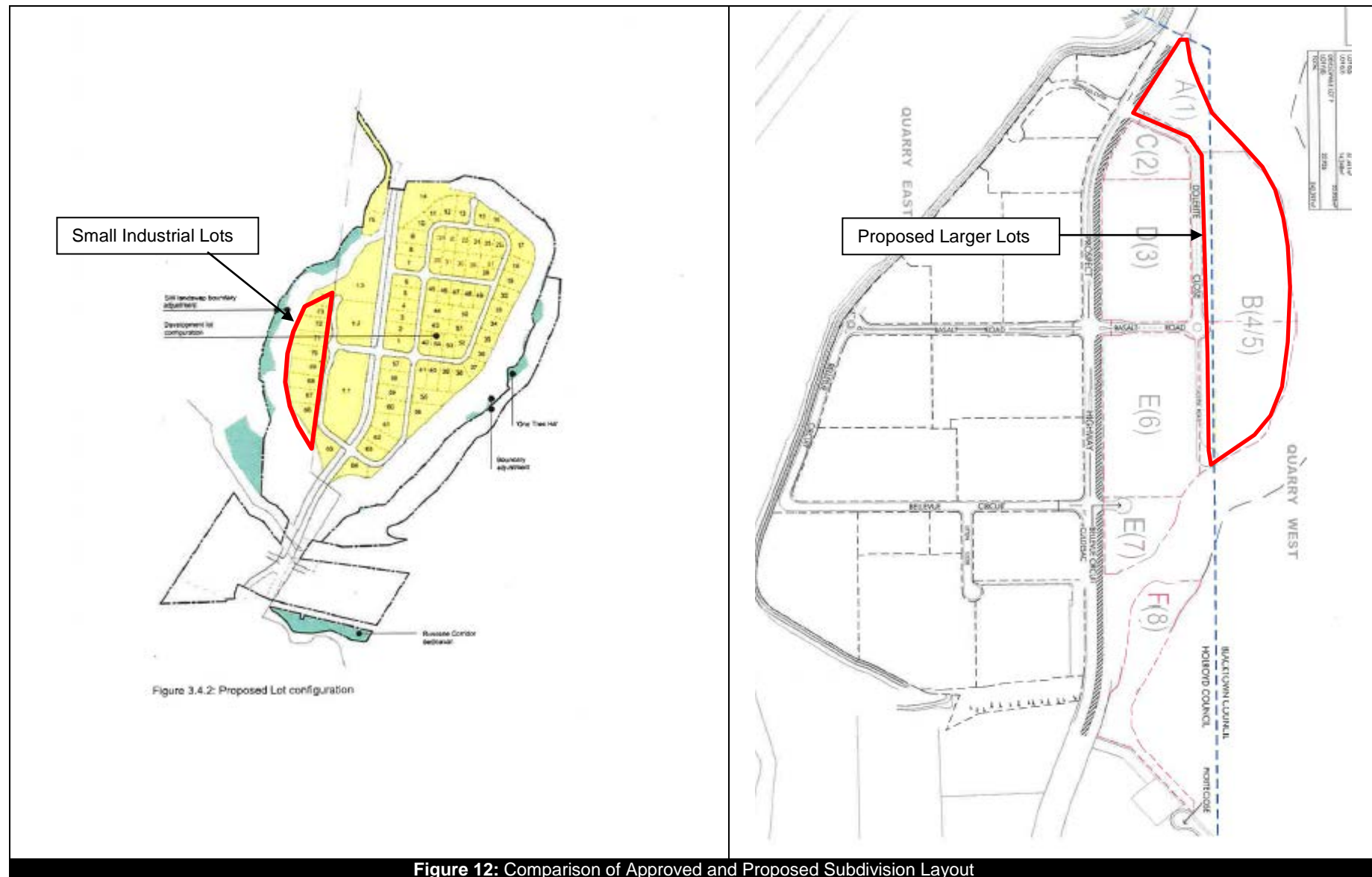
UDP Requirement	Proposed Development	Comment
<b>Principle: Transport and Infrastructure</b>		
<p>The SEL will be serviced by a 50 m wide road reserve accommodating services, footpaths and cycle paths, a bus transit-way, and landscape zones.</p> <p>In addition, local road reserves will generally be 20 m in width to accommodate footpath and landscaping, with the exception of the 30 m wide east-west boulevard within Precinct 1.</p>	<p>Reconciliation Road is the primary north-south transport route within the SEL. It was constructed under MP 06_0181 and accommodates the services, footpaths, cycle paths and the bus transit way required to service the land within the SEL.</p> <p>The application proposes the creation of a 20.5 m wide east-west road reserve (Basalt Road) with a small section of the road 30 m in width to provide an entry statement at the intersection of Basalt Road and Reconciliation Road.</p> <p>A 20.5 m north-south local road (Dolerite Close) and a 12.5 m wide north-south access road are also proposed. The local road and access road are wide enough to accommodate footpaths and landscaping (see <b>Figures 10 and 11</b>).</p>	<p>The Department is satisfied that the Proponent's Traffic Assessment demonstrates that the proposed variations to the width of the east-west road reserve is minor and will not result in any adverse traffic or road safety impacts.</p> <p>The proposed variation to the width of the east-west boulevard is supported on the basis that:</p> <ul style="list-style-type: none"> <li>small scale office uses are no longer proposed along Basalt Road and therefore a boulevard environment that provides a more active streetscape is no longer required; and</li> <li>the road has been designed to provide an appropriate entry statement that integrates with the adjoining QuarryEast estate and Reconciliation Road.</li> </ul> <p>In addition, the road sections provided in the Applicant's RTS demonstrate that there is sufficient room within the road reserves to accommodate footpaths and landscaping.</p> <p>Given the above, the Department is satisfied that the proposed development is generally consistent with the intent of the UDP.</p>
<b>Principle: Subdivision</b>		
<p>The final subdivision should be generally consistent with the indicative plan of subdivision (see <b>Figure 12</b>) and will be comprised of lots ranging in size between 0.25 ha and 2.5 ha.</p> <p>No lots within precincts 1 or 2 are anticipated to require direct access from Reconciliation Road.</p>	<p>The application proposes the creation of lots between 1.7 ha and 8.2 ha. In addition, the application proposes a minor variation to the lot layout as a single lot (proposed Lot B(4/5)) is proposed adjacent to the quarry wall.</p> <p>No direct access is proposed off Reconciliation Road.</p>	<p>The application proposes the creation of larger lots than those contemplated under the UDP, and also proposes a variation to the approved lot layout.</p> <p>The Department has concluded that these variations are acceptable on the basis that the building envelope on proposed Lot B(4/5) has been designed to accommodate three tenancies to ensure a wide range of warehouse and logistics uses can be accommodated on-site.</p>
<b>Principle: Indicative Built Area</b>		
<p>The main objective of the SEL is to provide a higher density business park, comprised of small lots, and a higher percentage of office floor space than generally permitted within an industrial estate.</p>	<p>The application proposes the creation of a business park accommodating warehouse, logistics, office and retail service centre uses.</p> <p>In addition, the application does not incorporate a high percentage of office floor space as per the original intent of the Concept Plan.</p>	<p>The Department notes that the demand for business related uses is limited in the SEL as evidenced by the tenants that have located within the QuarryEast Industrial Estate.</p> <p>In addition, the Department is satisfied that the application will still facilitate the creation of a high density industrial business park consistent with the objectives of the Concept Plan and UDP.</p>
<b>Development Control (General): ESD</b>		
<ul style="list-style-type: none"> <li>buildings within the Business Park Precinct to achieve a 4-</li> </ul>	<p>The application does not commit to achieving a 4-star AGBR rating.</p>	<p>The Department is satisfied that the application has been designed to</p>

UDP Requirement	Proposed Development	Comment
<ul style="list-style-type: none"> <li>star AGBR rating;</li> <li>site layout and orientation designed to reduce energy consumption within the Industrial Precinct; and</li> <li>building materials selected to reduce energy and water consumption.</li> </ul>	<p>The application has been designed to incorporate solar passive design, high performance glazing, shading devices, insulation, and utilise low energy materials, plant and equipment.</p>	<p>incorporate appropriate ESD measures, consistent with the general site controls outlined in the UDP.</p>
<b>Development Control (Precinct 1): Built Form</b>		
<ul style="list-style-type: none"> <li>15% of the site area should be comprised of soft landscaping;</li> <li>building heights should not exceed 25 m (excluding building plant with may be up to 7.5 m in height);</li> <li>maximum 50% site coverage;</li> <li>pedestrian permeability encouraged;</li> <li>open space provided for employees;</li> <li>articulation of facades with road frontage; and</li> <li>total GFA must not to exceed 104,000 m<sup>2</sup>, with a maximum of 2,000 m<sup>2</sup> permitted for supermarket use, 2,000 m<sup>2</sup> permitted for service centre uses, and 2, 500 m<sup>2</sup> permitted for tavern uses.</li> </ul>	<p>The application proposes a variation to the minimum soft landscaping requirements (11% proposed, 15% required).</p> <p>The application complies with the residual built form requirements.</p>	<p>The Department has assessed the architectural and landscape plans and has concluded that:</p> <ul style="list-style-type: none"> <li>11% of Precinct 1 will be comprised of soft landscaping (trees, lawn, shrubs, and native grasses), however 16% of the total site will be comprised of soft landscaping;</li> <li>building heights do not exceed 25 m (13.7 m proposed);</li> <li>all site access roads incorporate footpaths on at least one side of the road;</li> <li>an appropriate level of landscaping is proposed to provide a suitable level of amenity for the proposed warehouse uses;</li> <li>all facades with road frontage are articulated via the use of varied materials, colours and the incorporation of architectural features;</li> <li>the application complies with all of the GFA maxima specified in the UDP.</li> </ul>
<b>Development Control (Precinct 1): Stormwater Management</b>		
<ul style="list-style-type: none"> <li>on-site stormwater must not be discharged at a rate above 140 litres/second/hectare;</li> <li>1000 m<sup>3</sup> detention provided in Precinct 1a, 1,200 m<sup>3</sup> in Precinct 1b, and 900 m<sup>3</sup> for Precinct 1c;</li> <li>80% of TSS removed, and 45% total nitrogen and phosphorus removed prior to discharge;</li> <li>bio-retention areas are integrated into the landscape design;</li> <li>a 300 mm freeboard is achieved from the 100 year ARI; and</li> <li>greywater recycling investigated and utilised where possible.</li> </ul>	<p>The development has been designed to comply with the stormwater and groundwater management strategies of the UDP.</p>	<p>The Department has reviewed the Applicant's Civil Engineering Report and notes that the application proposes the reconfiguration of the on-site detention (OSD) basins, however the total capacity of the basins is generally consistent with the requirements of the UDP (3,100 m<sup>3</sup> recommended, 3,000 m<sup>3</sup> proposed).</p> <p>In addition, the Department notes that stormwater discharge will occur via the precinct wide system, which has been designed and constructed to comply with the UDP discharge rates and water quality targets. In addition, all finished levels will achieve a 500 mm freeboard from the 100 year ARI event.</p> <p>Furthermore, the application has been designed to facilitate grey-water re-use should future occupants seek to undertake greywater recycling.</p> <p>Whilst the application proposes a minor departure from the OSD</p>



UDP Requirement	Proposed Development	Comment
		controls of the UDP, the Department is satisfied that the proposed departure will not result in any adverse water management issues.





**Table 6:** Compliance with the Approved GHD Groundwater Management Plan 2008 Requirements

GMP Requirement	Proposed Development	Compliance
<b>Source Controls</b>		
<ul style="list-style-type: none"> <li>detention basins and treatment ponds in the business park areas; and</li> <li>perimeter channel surrounding the developable landform.</li> </ul>	<p>On-site detention basins and stormwater treatment devices are proposed within the development area.</p> <p>In addition, the development has been designed to connect to the perimeter channel on the western boundary of the site.</p>	Yes
<b>Collection System</b>		
<ul style="list-style-type: none"> <li>existing artificial aquifer/quarry sump for groundwater discharge to the western perimeter groundwater drain then on to the water collection facility at Widemere East;</li> <li>eastern and western site perimeter drain system in close proximity to stormwater channels; and</li> <li>groundwater drain design based on a passive flow system.</li> </ul>	All stormwater will be discharged to Widemere East as per the requirements of the Concept Plan.	Yes

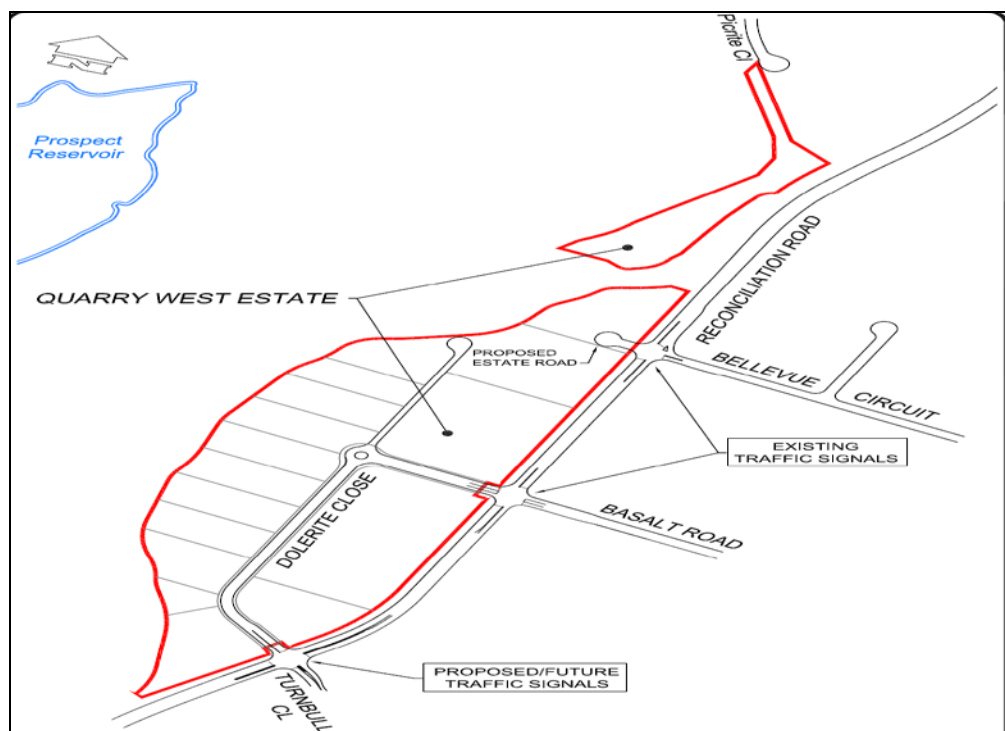
### 5.3. Traffic

#### 5.3.1 Road Network and Site Access

The proposed development is located on Reconciliation Road, with direct access to Sydney's arterial road network. Reconciliation Road links with Prospect Highway to connect with the M4 Motorway and the Great Western Highway, approximately one kilometre (km) north of the site. To the south of the site, Reconciliation Road connects with Widemere Road.

Reconciliation Road adjacent to the site is constructed as a two-lane divided carriageway with widening for additional lanes at critical intersections along its length. Reconciliation Road is a one-lane carriageway in both directions between Reservoir Road south of Butu Wargun Drive.

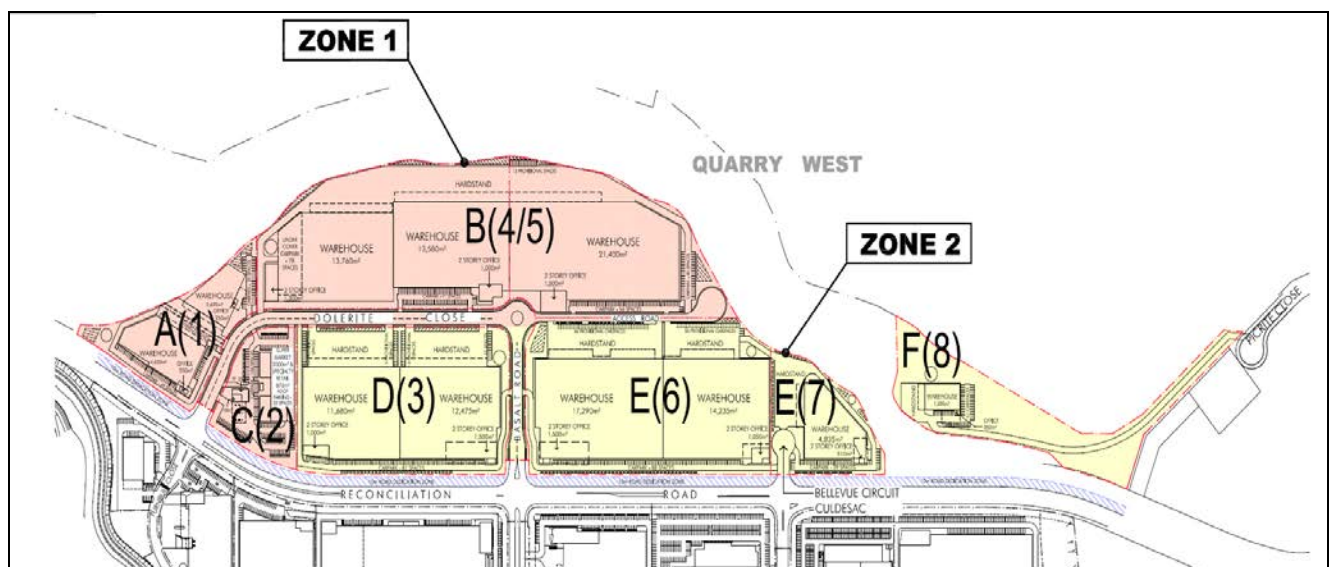
**Figure 13** depicts the main access roads and intersections surrounding the site.

**Figure 13:** Proposed Access and Intersection Treatments

Construction of all roads required to service the Greystanes SEL were approved under the Greystanes SEL Project Application. The proposed road layout for QuarryWEST is similar to that approval (see **Figure 14**). The proposal will be serviced from Reconciliation Road via four proposed two-way internal estate roads: Basalt Road (West) and Dolerite Close/Turnbull Close which will be dedicated as public roads; and Bellevue Circuit (West) and an access road to the north of that road which will remain privately owned.

The intersections of Reconciliation Road with Turnbull Close, Basalt Road and Bellevue Circuit currently service the neighbouring QuarryEAST Industrial Estate. To date, Reconciliation Road, the two northern signalised intersections, and the internal estate road network within the neighbouring QuarryEAST site have been constructed. The remaining intersection will be signalised, and turning bays provided for the intersections of Reconciliation Road with Dolerite Close and Bellevue Circuit as part of this application.

It is proposed that trucks and cars will have separate dedicated access driveways onto each lot within the development. All driveways will be located on the internal access roads. No driveway access is proposed along Reconciliation Road (see **Figure 5**). Truck access and egress has been designed to accommodate vehicles up to 30 m in length, including B-Doubles and Super B-Doubles.



**Figure 14: Proposed Site Access Arrangements**

### 5.3.2 Traffic Impacts

The traffic impacts associated with the redevelopment of land within the SEL were assessed as part of the Greystanes SEL Concept Plan. This assessment concluded that the cumulative impacts associated with the redevelopment of the NEL and the SEL would not have any adverse traffic impacts subject to the payment of approximately \$50 million in contributions to facilitate upgrades along Greystanes Road and the broader regional road network. These contributions were secured via a Deed of Agreement with the Roads and Transport Authority (now RMS) and all road upgrade works are now complete.

Notwithstanding, the Applicant provided a Traffic Report prepared by Transport and Urban Planning Pty Ltd which assessed the traffic and road safety impacts of the proposed development. In addition, the Applicant provided a supplementary report in the RTS to address the performance of surrounding intersections, as well as the impacts of the right turn bay from Reconciliation Road onto Dolerite Close, and the adequacy of the right turn bay lengths for access onto Basalt Road and Bellevue Circuit. These reports concluded that:

- subject to the proposed roadworks, surrounding intersections will all operate with spare capacity, with average levels of service (LOS) ranging from:
  - A (Reservoir Road/Picorite Close);
  - B (Reconciliation Road/Bellevue Circuit and Reconciliation Road/Basalt Road); and
  - C (Reconciliation Road/Dolerite Close/Turnbull Close);
- some individual movements at each intersection will have a LOS E due to the length of the cycle lanes, however the degree of saturation for these movements is low, indicating that there will be no adverse traffic impacts associated with these movements;

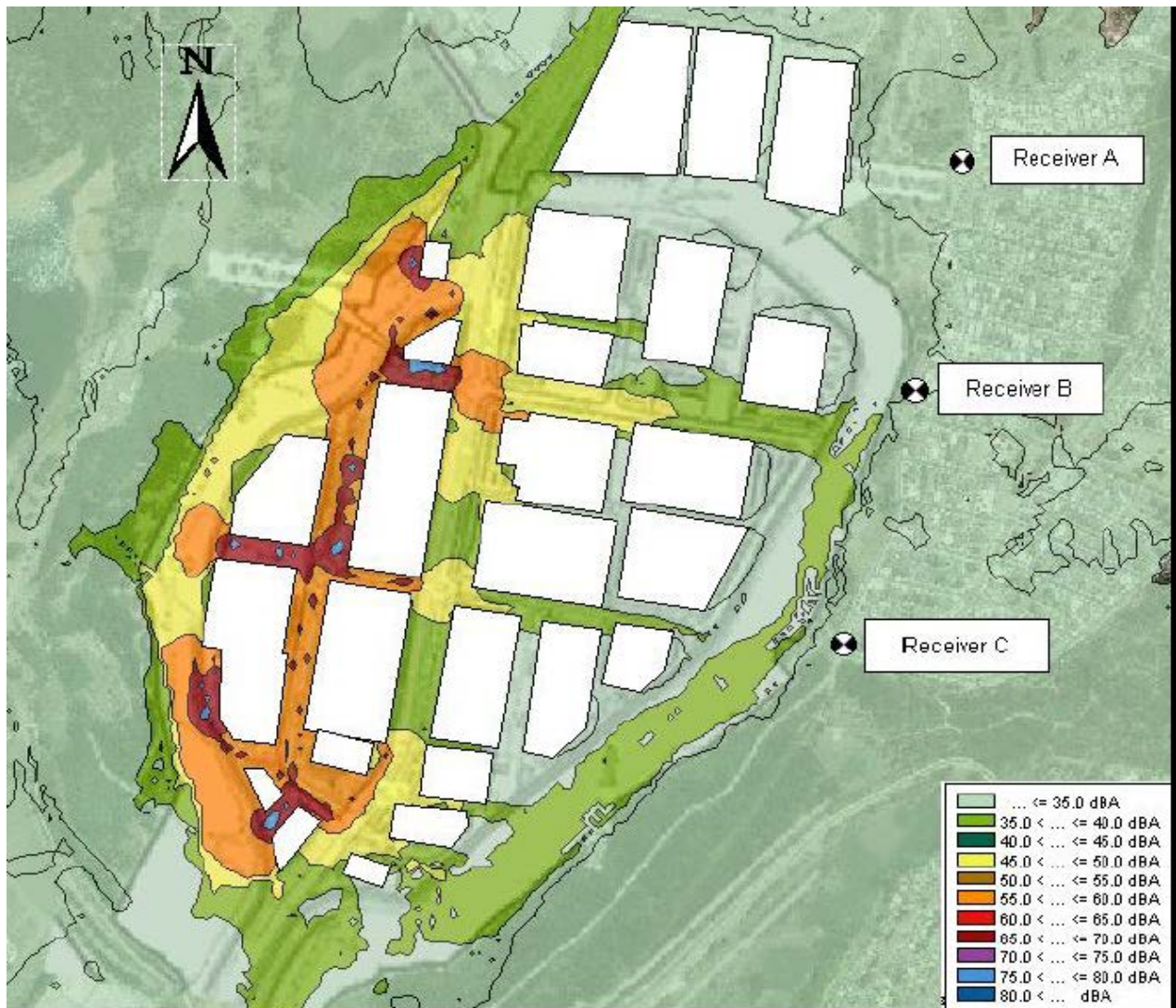


- the intersection arrangements on Reconciliation Road will provide improved and safe vehicle access, including for B-Doubles and Super B-Doubles, to the site in accordance with the required standards;
- all car parking areas, internal roads, driveways and hard stand areas can be designed to comply with the relevant Australian Standards; and
- the proposed car parking provision will exceed the requirements of the Greystanes SEL Concept Plan.

The Department has reviewed the traffic analysis prepared by the Applicant in conjunction with the relevant councils, the RMS and TfNSW and has concluded that the proposed development will not result in any adverse traffic impacts, subject to the Applicant redesigning the two right-turn bays at the intersection of Reconciliation Road and Dolerite Close to improve the functionality of this intersection. The Department has recommended conditions of consent to ensure this intersection is redesigned to the satisfaction of the RMS. In addition, the Department has recommended standard conditions of development consent to ensure that construction and operational traffic is managed appropriately, and that all roads and car parking facilities are constructed in accordance with the relevant Australian Standards.

#### 5.4 Noise

The application includes an Acoustic Assessment prepared by Wilkinson Murray that assesses the cumulative noise impacts of the proposed development against the requirements of the *Industrial Noise Policy* (INP); and the *Interim Construction Noise Guideline*. The assessment is based on the results of noise monitoring undertaken at three sensitive noise receivers within the suburb of Nelson's Ridge (see **Figure 15**).



**Figure 15: Sensitive Noise Receivers**

The assessment concluded that construction noise will be well below the construction noise objectives outlined in the *Interim Construction Noise Guideline* at all sensitive receivers (see **Table 7** below). In addition, the operational noise generated by the proposed development will comply with the day and night noise goals as well as the sleep disturbance criteria outlined in the INP at all sensitive receivers (see **Table 8, 9** and **10** below).

**Table 7:** Compliance with the Construction Noise Objectives of the *Interim Construction Noise Guideline*

Residences	Predicted Construction Noise (dBA)	Construction Noise Objective (dBA)*
A	29	45 / 44
B	31	45 / 44
C	24	45/ 44

\*Normal construction hours and Saturday criteria are shown.

**Table 8:** Predicted Operational Noise Levels

Receiver	Predicted Noise	Intrusive Noise Goals dBA	
		Day	Night
A	16	40	38
B	20	40	38
C	15	40	38

**Table 9:** Compliance with the Intrusiveness and Amenity Criteria of the INP

Time Period	RBL (dBA)	Intrusiveness Criterion $L_{Aeq,15min}$ (dBA)*	Project-Specific Amenity Criterion#
Daytime (7.00am–6.00pm)	35	40	55
Evening (6.00–10.00pm)	37	42	45
Night time (10.00pm–7.00am)	33	38	40

\*Intrusiveness criteria are based on the RBL plus 5 dBA.

# Amenity criteria are based on area classification

**Table 10:** Compliance with the Sleep Disturbance Criterion of the INP

Receiver Name	Predicted $L_{Amax}$ Noise Level (dBA)	Sleep Disturbance Screening Criterion (dBA)	Compliance with Screening Criterion
A	13	48	Yes
B	24	48	Yes
C	13	48	Yes

The Department notes that the public submissions raised concern with the noise impacts of the proposed development. The Department has reviewed the recommendations of the Acoustic Assessment in consultation with the EPA and has concluded that the application will not result in any adverse noise

impacts at surrounding residential receivers as all noise would be well within the criteria outlined within the *Interim Construction Noise Guideline* and the INP. However, to ensure that the amenity of the sensitive noise receivers is adequately managed, the Department has recommended conditions of consent requiring the Applicant to:

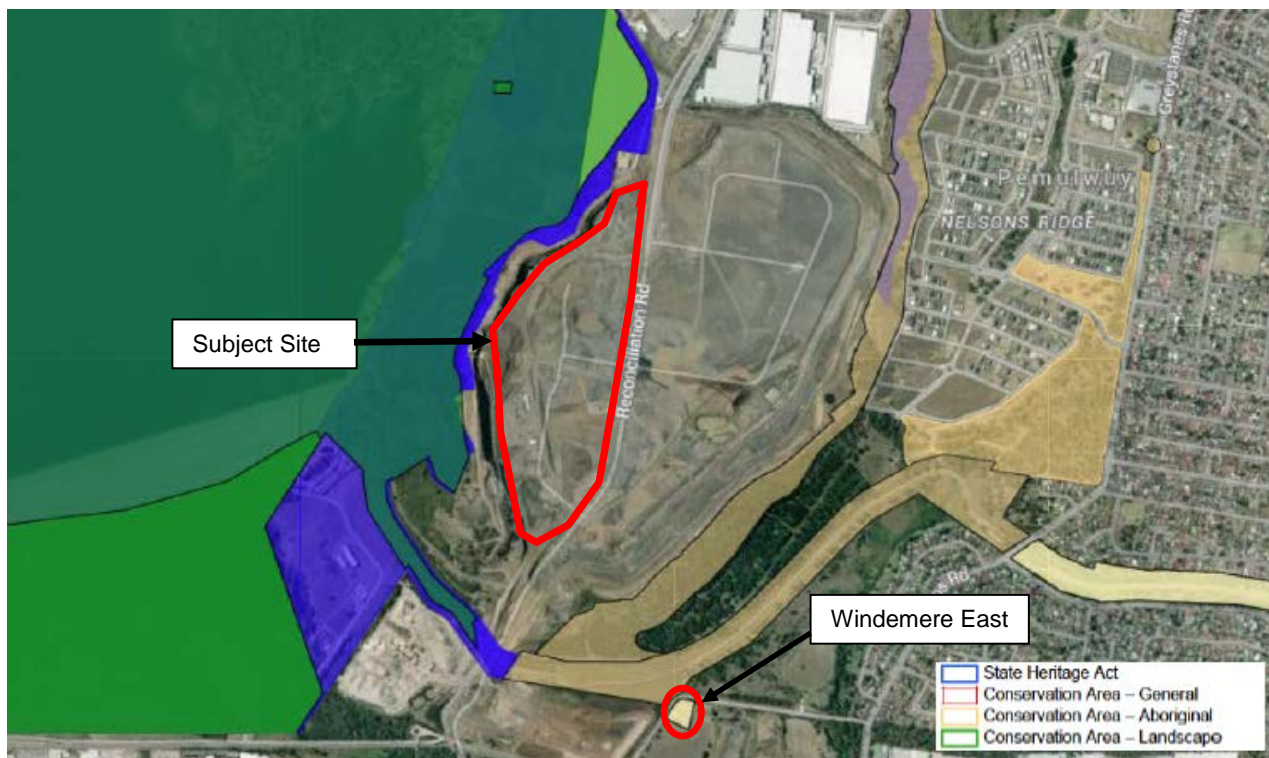
- comply with the construction noise management levels outlined in the *Interim Construction Noise Guideline*;
- operate the development in accordance with the intrusiveness criterion of the INP; and
- implement best practice noise management procedures for the full duration of the development.

### 5.5 Aboriginal Archaeology and Historic Heritage

The subject site is located within close proximity to the following State and locally listed Aboriginal archaeological and European heritage items:

- an Aboriginal artefact scatter located at Windemere East;
- Prospect Hill (listed on the NSW State Heritage Register (SHR) and *Holroyd Local Environmental Plan 2013*;
- Prospect Reservoir and its curtilage (SHR and LEP);
- The Veteran Hall archaeological site (SHR);
- Boral Main Gate (Greystanes Gates) (LEP); and
- some items within the quarry, including a 'Traylor' jaw rock crusher and associated rocks.

None of the heritage items are located within the subject site see **Figure 16** below.



**Figure 16:** Surrounding Heritage Sites

Term 10 of the Greystanes SEL Concept Plan requires future applications to demonstrate that 'best endeavours' have been used to retain the industrial heritage items associated with the site's former quarry use. Following approval of the Greystanes SEL Concept Plan archival recording was undertaken on-site and a final Heritage Interpretation Plan (HIP) was prepared. The HIP identifies one interpretation site within the QuarryWest site (Site 5) where the following interpretation measures are recommended:

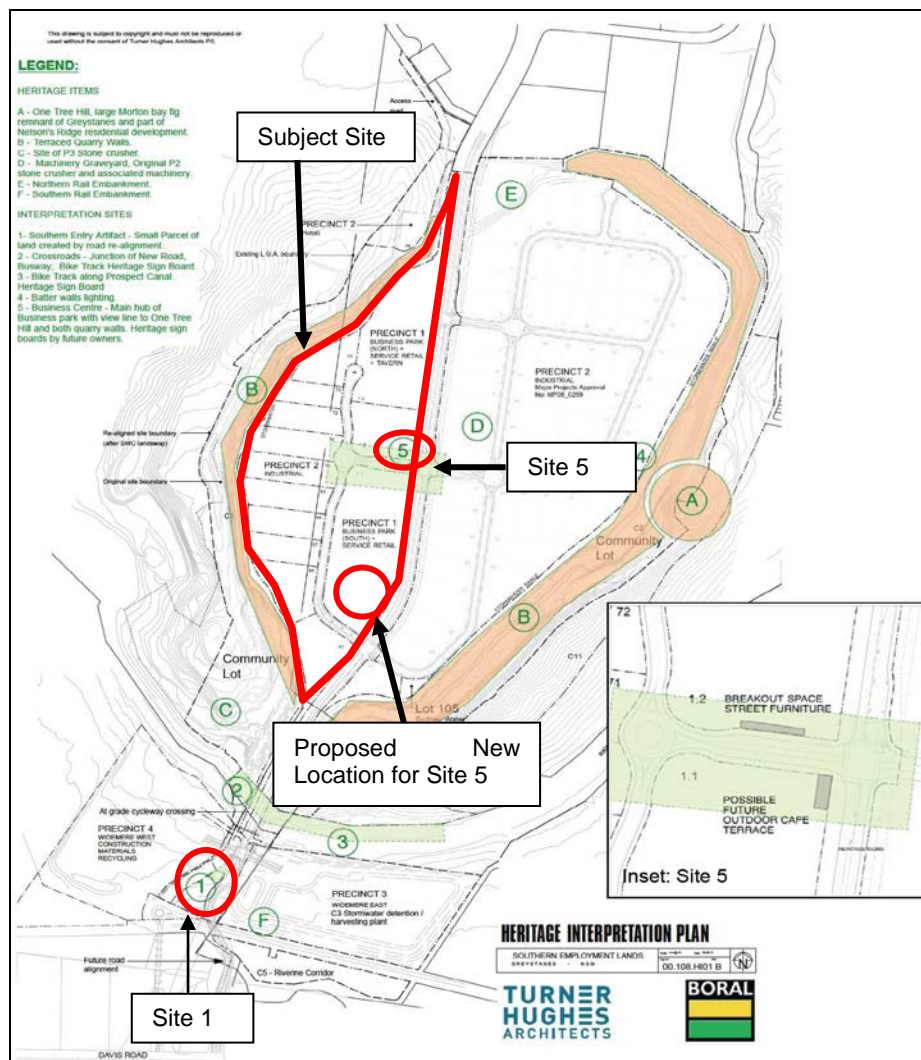
- the interpretation of Greystanes House via the use of landscaping comprised of materials with a local connection; and
- discovery elements which are incorporated within the general street furniture, landscaping or commercial operations such as cafes or outdoor terraces.



The application proposes minor variations to the HIP to relocate 'Site 5' from the intersection of Basalt Road and Reconciliation Road to the landscaped area adjacent to the proposed service centre uses, and relocate the jaw crusher and associated site rocks from Site 1 to Site 5. The Applicant has advised that the proposed variations to the HIP are appropriate for the following reasons:

- the Concept Plan envisaged Basalt Road as one of the key estate entries and the focal point for future business and service retail related uses, however, the application nominates this area for warehouse and distribution uses;
- the Site 5 heritage items would be more appropriately and successfully located in the proposed service retail area fronting Dolerite Close with no adverse heritage impacts; and
- the retail area will retain the same visual links to One Tree Hill and the quarry walls as identified in the HIP.

Interpretation sites 1 and 5 are identified in **Figure 17** below.



**Figure 17: Greystanes SEL Heritage Interpretation Plan**

The Department notes that the Heritage Council confirmed that the proposed development is consistent with the requirements of the HIP approved under the Greystanes SEL Concept Plan. However, it requested that the Applicant provide a heritage impact and baseline archaeological assessment to establish the potential impacts on Aboriginal archaeology.

The Applicant's RTS addressed the issues raised by the Heritage Council and confirmed that:

- detailed Aboriginal archaeological and historic heritage assessments were undertaken to support the development approved under the Greystanes SEL Concept Plan;
- the proposal is consistent with the development areas and the HIP approved under the Concept Plan;

- the site has been extensively disturbed as part of the previous quarry use and the approved quarry rehabilitation works;
- the existence of any archaeological resources on the site other than those already identified within the above heritage studies is highly unlikely, and as such further archaeological assessment is unreasonable and unwarranted.

The Department has reviewed the additional information provided in the RTS and agrees that due to the highly disturbed nature of the site, and the extent of archaeological investigations undertaken to support the Greystanes SEL Concept Plan, it is unlikely that there are any unidentified archaeological deposits on-site. On this basis the Department does not consider additional archaeological studies are warranted. Notwithstanding, the Department has recommended a condition of consent requiring the Applicant to cease works and consult with the Heritage Council if any unexpected archaeological relics are encountered during construction works.

## 5.6 Other Issues

A number of other assessment issues were identified in the EIS. Those issues are considered to be minor in nature and are assessed at **Table 10**.

**Table 10: Other Issues**

Issue	Assessment	Recommendation
Air Quality	<ul style="list-style-type: none"> <li>• The proposed development is unlikely to result in a significant amount of air emissions or any adverse odour impacts, and is separated from sensitive receivers.</li> <li>• The greenhouse gas (GHG) emissions generated by the proposed development are likely to be consistent with those in the Applicant's detailed energy and GHG assessment approved under the Greystanes SEL Concept Plan. Further, the Applicant has committed to adopting the energy savings measures outlined in the approved UDP.</li> <li>• The Applicant's RTS included a qualitative desktop assessment of the impacts of the proposal upon air quality. The assessment concluded that: <ul style="list-style-type: none"> <li>- impacts from construction and operation are low risk; and</li> <li>- a construction air quality management plan as a condition of consent can address reasonable and feasible measures to control particulate emissions from fugitive dust sources and off-road diesel vehicles.</li> </ul> </li> <li>• The Department has concluded that impacts upon air quality can be managed with the implementation of standard dust control measures.</li> <li>• The Department has recommended standard conditions requiring the Applicant to implement best management practices and all reasonable and feasible measures to minimise dust emissions from the site.</li> </ul>	<p>The Department has included a condition that requires the Applicant to:</p> <ul style="list-style-type: none"> <li>• implement best practice management and mitigation measures to minimise dust emissions from the site.</li> </ul>

Issue	Assessment	Recommendation
Water	<ul style="list-style-type: none"> <li>The RTS responded to the EPA and the Office of Waters' requests for additional details on the site specific water quality impacts of the development.</li> <li>The stormwater and groundwater management plans required by the Greystanes SEL Concept Plan assessed all relevant aspects. The proposal will be designed in accordance with the parameters of the approved stormwater management system and infrastructure, as well as Blacktown Council's current stormwater quality criteria.</li> <li>The Applicant has committed to preparing stormwater management plans for buildings and road works in accordance with the approved stormwater regime.</li> <li>The Applicant assessed the impacts of the proposal on soils and water, and determined that impacts would be minor as the approved quarry rehabilitation works will create a final landform ready for development of the site.</li> <li>The Applicant has obtained site audit statements certifying that stages 1 to 4 of the SEL are not contaminated and are suitable for the proposed uses, and will obtain additional statements for the release of each subsequent stage of the development.</li> <li>The Department has recommended standard conditions requiring the Applicant to implement best practice soil management practices to minimise the erosion and sedimentation impacts associated with the construction of the proposed development.</li> </ul>	<p>The Department has included a condition requiring the Applicant to:</p> <ul style="list-style-type: none"> <li>implement and maintain suitable erosion and sediment control measures on-site, in accordance with the relevant requirements in the latest version of the <i>Managing Urban Stormwater: Soils and Construction Guideline</i>.</li> </ul>
Waste	<ul style="list-style-type: none"> <li>The Applicant assessed potential waste streams generated from the construction and operational phases of the development. The assessment concluded that the development will not generate a significant amount of waste, and waste streams will be those typical of standard warehouse and retail developments.</li> <li>The Applicant's Waste Management Plan identifies: <ul style="list-style-type: none"> <li>on-site and off-site treatment/re-use/recycling options, and disposal destinations for materials used during construction; and</li> <li>proposed on-site storage and treatment facilities and destinations for wastes generated during the operational phase of the development.</li> </ul> </li> <li>The Applicant has committed to the separation of wastes generated on site and subsequent appropriate disposal.</li> <li>The Department agrees with the conclusions of the Applicant's waste assessment and supports the proposed waste management commitments. The Department has recommended standard conditions to ensure that waste is appropriately classified and minimised.</li> </ul>	<p>The Department has included conditions requiring the Applicant to:</p> <ul style="list-style-type: none"> <li>ensure that construction and operational waste is classified in accordance with the EPA's <i>Waste Classification Guidelines</i>; and</li> <li>ensure that construction and operational waste is monitored and minimised wherever possible.</li> </ul>
Signage	<ul style="list-style-type: none"> <li>Proposed estate and building signage will be consistent with the Greystanes SEL Concept Plan and the approved Estate Signage Strategy for the neighbouring QuarryEAST Estate.</li> <li>The proposed landscape master plan includes a conceptual signage strategy that integrates signage, landscaping, fencing, road intersection entry treatments, and industrial heritage re-use and interpretive elements into an overall urban design expression for the estate.</li> <li>The Applicant has committed to preparing a final signage strategy for the development in consultation with Blacktown and Holroyd Councils and to the satisfaction of the Secretary to ensure that all signage is of a high quality and consistent with the design excellence provisions of the MD SEPP. The Department has recommended a condition of consent to ensure this occurs.</li> </ul>	<p>The Department has recommended a condition requiring the Applicant to consult with the Councils and obtain approval from the Secretary for the final signage strategy.</p>



Issue	Assessment	Recommendation
Dangerous Goods and Hazardous Substances	<ul style="list-style-type: none"> <li>The proposed service station will store dangerous goods (petroleum fuels), in above and below ground storage tanks. The location, type and volume of storage is not known at this stage.</li> <li>Given that the end users of each facility and the volumes of fuel proposed to be stored on site are not yet known, the Department has recommended conditions requiring the Applicant to ensure all dangerous goods are below the thresholds outlined in the <i>Hazardous and Offensive Development Application Guidelines: Applying SEPP 33</i>, and are stored in accordance with the <i>Australian Dangerous Goods Code</i> and <i>AS 1940-2004: The storage and handling of flammable and combustible liquids</i>.</li> </ul>	The Department has recommended conditions requiring the Applicant to ensure all dangerous goods are below the thresholds outlined in <i>Hazardous and Offensive Development Application Guidelines: Applying SEPP 33</i> , and stored and handled in accordance with the <i>Australian Dangerous Goods Code</i> and <i>AS 1940-2004: The storage and handling of flammable and combustible liquids</i> .

## 6 CONCLUSION

The Department has assessed the proposed development against the strategic goals and directions outlined *NSW 2021* and *A Plan for Growing Sydney* and has concluded that the application will:

- assist in the transformation of Western Sydney by providing growth and investment in an identified industrial precinct with high levels of accessibility to the regional road network, existing and planned public transport and cycle infrastructure (Direction 1.4);
- provide additional employment opportunities within close proximity to existing residential developments in Western Sydney (Direction 1.4);
- support and bolster the land available for priority industry sectors, and will provide appropriate on-going development controls for this land consistent with Direction 1.9 of the Plan; and
- assist with the on-going protection and interpretation of the site's rich industrial heritage consistent with Direction 3.4 of the Plan.

In addition, the Department has assessed the application against the provisions of section 79(c) of the EP&A Act and the relevant State environmental planning policies and is satisfied that the proposed development will not result in any adverse environmental, urban design, traffic, archaeological or heritage impacts, subject to the implementation of the recommended conditions of consent.

Given the above, the Department recommends that the proposed development should be approved subject to the recommended conditions of consent.

## 7 RECOMMENDATION

It is recommended that the A/Executive Director, Key Sites and Industry Assessments:

- **consider** the findings and recommendations of this report;
- **approve** the development application under Section 89E of the EP&A Act; and
- **sign** the attached development consent (refer **Appendix A**).

  
Kate MacDonald  
A/Director  
Industry Assessments

20.10.15

  
Chris Ritchie  
A/Executive Director  
Key Sites and Industry Assessments

20/10/15

**APPENDIX A            CONDITIONS OF CONSENT**

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## APPENDIX B CONSIDERATIONS UNDER SECTION 79C OF THE EP&A ACT

Section 79C of the EP&A Act requires that the consent authority, when determining a development application, must take into consideration the following matters:

<p>(a) the provisions of:</p> <ul style="list-style-type: none"> <li>(i) any environmental planning instrument, and</li> <li>(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and</li> <li>(iii) any development control plan, and</li> <li>(iiia) any planning agreement that has been entered into under Section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and</li> <li>(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and</li> <li>(v) any coastal zone management plan (within the meaning of the <i>Coastal Protection Act 1979</i>) that apply to the land to which the development application relates.</li> </ul>	<p>The Department has considered Environmental Planning Instruments relevant to the proposed development.</p> <p>Development Control Plans (DCPs) do not apply to State Significant Development under clause 11 of the SRD SEPP. Notwithstanding, the Department has consulted with Blacktown and Holroyd City Councils and given due consideration to their DCPs in its assessment in <b>Section 5</b> of this report.</p> <p>The site is subject to a Concept Plan pursuant to Schedule 6A of the EP&amp;A Act, has the same status as an EPI. The Department's assessment has found that the development is generally consistent with the terms of the Concept Plan (see <b>Section 5</b> and <b>Appendix E</b> of this report).</p> <p>The Applicant has not entered into any planning agreement under section 93F.</p> <p>The Department has undertaken its assessment of the proposed development in accordance all relevant matters as prescribed by the regulations, the findings of which are contained within this report.</p> <p>The site is not located within the coastal zone.</p>
<p>(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,</p>	<p>The Department has considered the likely impacts of the proposed development in detail in <b>Section 5</b> of this report. The Department is satisfied that all environmental impacts can be appropriately managed and mitigated through recommended conditions of consent.</p>
<p>(c) the suitability of the site for the development,</p>	<p><b>Section 3</b> of this report provides details on the suitability of the site for the proposed development. The site is located near the M4 and M7 Motorways which have direct access to Kingsford-Smith Airport, Port Botany and the national highway network with potential rail and freight options.</p> <p>The site is on the eastern edge of the Western Sydney Employment Area, which is identified by the NSW Government as being of State and regional significance for employment and investment.</p> <p>The site is zoned for industrial purposes and the proposal is permissible with development consent.</p> <p>The Department therefore considers that the site is suitable for the proposed development.</p>
<p>(d) any submissions made in accordance with this Act or the regulations,</p>	<p>All matters raised in these submissions have been summarised in <b>Section 4</b> of this report and given due consideration as part of the assessment of the proposed development in <b>Section 5</b> of this report.</p>
<p>(e) the public interest.</p>	<p>The recommended conditions of consent impose a range of controls, which the Department considers will mitigate any potential environmental impacts of the proposed development.</p> <p>The socio-economic benefits generated from the proposed development include the generation of approximately 500 jobs during construction and 881 full-time equivalent jobs during operation.</p> <p>The Department considers that the proposed development is therefore in the public interest.</p>

## **APPENDIX C                      CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS**

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### ***State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)***

The application seeks approval to construct and operate a warehouse and distribution centre with a capital investment value in excess of \$50 million at one location and related to the same operation. The logistics campus component of the proposal has CIV of \$53.5 million and the total development has a CIV of \$118 million.

On this basis, the application is consistent with criteria outlined at clause 12 of Schedule 1 of the SRD SEPP and is therefore State significant development. Consequently, the Minister for Planning is the consent authority for the proposal.

### ***State Environmental Planning Policy (Major Development) 2005 (MD SEPP)***

The site is part of the Greystanes SEL State Significant Site under Part 22, Schedule 3 of the MD SEPP. The site is zoned IN2 'Light Industrial and B7 'Business Park' under the MD SEPP.

The warehouse and distribution centre is permissible with development consent within the IN2 zone. Development for purposes, including the proposed supermarket, retail stores, fast food outlet and petrol station, are permissible with development consent in the B7 zone.

Part 22 of the MD SEPP contains principal development standards and provisions for development of the Greystanes SEL site. The development standards relate to building height, gross floor area, floor space ratio and car parking, and provisions include design excellence, architectural roof features and public utility infrastructure.

The Department has reviewed the proposal against the MD SEPP and is satisfied that it complies with the development standards and provisions.

### ***State Environmental Planning Policy No. 33 – Hazardous and Offensive Development***

SEPP 33 aims to identify proposed developments with the potential for significant off-site impacts, in terms of risk and/or offence (odour, noise etc). A development is defined as potentially hazardous and/or potentially offensive if, without mitigating measures in place, it would have a significant risk and/or offensive impact on off-site receptors.

The Applicant has advised that the proposal is unlikely to involve the storage, distribution or use of significant quantities of dangerous goods or hazardous substances, and hence does not constitute a potentially hazardous industry or potentially offensive industry under SEPP 33. Notwithstanding, as the end-users of the warehouse facilities are unknown the Department has recommended conditions requiring the Applicant to ensure all dangerous goods are below the thresholds outlined in the *Hazardous and Offensive Development Application Guidelines: Applying SEPP 33*, and are stored in accordance with the *Australian Dangerous Goods Code* and *AS 1940-2004: The storage and handling of flammable and combustible liquids*.

### ***State Environmental Planning Policy (Infrastructure) 2007***

The Infrastructure SEPP (ISEPP) aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and provide for consultation with relevant public authorities about certain development during the assessment process.

The proposal constitutes traffic generating development in accordance with clause 104 of the ISEPP as an industry with an area exceeding 20,000 m<sup>2</sup> and providing ancillary parking for over 200 vehicles. Consequently, it requires referral to RMS for comment and consideration of accessibility and traffic impacts.

The proposal was referred to RMS for consideration. RMS raised no objection to the proposal subject to the Applicant investigating the construction of two, right-turn bays of 50 m length instead of a 100 m right-turn



bay from Reconciliation Road to Dolerite Close, providing a Construction Traffic Management Plan, and complying with the RMS' relevant requirements for the construction and operation of the proposal.

The Department has reviewed the RMS' comments and is satisfied that they have either been addressed in the Greystanes SEL Concept Plan and/or will be effectively managed and mitigated through the recommended conditions of consent and the Applicant's Statement of Commitments.

The proposed site layout and design is considered to allow the efficient movement of people and freight to and from the site, and is not anticipated to result in any traffic safety, road congestion or parking issues. The proposal is therefore considered consistent with the ISEPP.

#### **State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64)**

SEPP 64 aims to ensure that outdoor signage is compatible with the desired amenity and visual character of an area, and provides effective communication in suitable locations, and is of high quality design and finish.

SEPP 64 contains development controls and matters for consideration for a range of advertisements and locations, including within transport corridors.

The finished development will comprise building identification signs as defined in the SEPP, and estate directory signage. Under clause 9 of the SEPP, business and building identification signs and signage which is exempt development are not subject to the SEPP.

Final signage details for the proposal have not been finalised but the Applicant has committed to design and install any signage consistent with the aims and objectives of the SEPP 64 and to prepare a detailed signage strategy. The Department's recommended conditions of consent include relevant signage requirements.

The Department is satisfied that the proposal will be consistent with the aims and objectives of SEPP 64.

#### **Relevant Local Environmental Plans**

The Department has reviewed the relevant provisions of the Blacktown and Holroyd LEPs and is satisfied that there are no provisions that apply to the proposed development, as the approved Concept Plan overrides the relevant provisions.

## APPENDIX D CONCEPT PLAN COMPLIANCE ASSESSMENT

**Table 1: Compliance with the Concept Plan Terms of Approval**

Term of Approval Number	Comment	Compliance
<b>Term of Approval 1 – Development Description</b> Concept plan approval is granted for:	The proposed development includes subdivision of the site for a warehouse and distribution centre consistent with this requirement.	Yes
(a) Subdivision of the site into industrial and business park precincts;		
(a) A maximum GFA of 493,215 m <sup>2</sup> across the industrial and business park precincts;	The total GFA approved to date within the QuarryEast Estate is 106, 708 m <sup>2</sup> , and the proposed development will increase this cumulative total to 234,473 m <sup>2</sup> .	Yes
(b) The following maximum GFA for each broad land use: (i) A maximum of 97,500 m <sup>2</sup> shall be developed for business park uses.		Yes
<b>Note:</b> Up to 100% of the total GFA within the business park precinct may be developed for the purposes of office premises.		
(ii) A maximum of 6,500 m <sup>2</sup> shall be developed for the purposes of service retail uses, of which: <ul style="list-style-type: none"> <li>a maximum of 2,500 m<sup>2</sup> shall be developed for the purposes of a tavern and restaurants;</li> <li>a maximum of 2,000 m<sup>2</sup> shall be developed for the purposes of a supermarket; and</li> <li>a maximum of 2,000 m<sup>2</sup> shall be developed for the purposes of service station uses.</li> </ul> (iii) A maximum of 5,000 m <sup>2</sup> shall be developed for the purposes of hotel accommodation on Lot 75.	A total of 3,220 m <sup>2</sup> of retail floor space is proposed. N/A The proposed supermarket is 2,000 m <sup>2</sup> . The proposed service station is 100 m <sup>2</sup> . N/A	Yes N/A Yes Yes Yes
(d) Despite the above, the total maximum FSR shall not exceed: <ul style="list-style-type: none"> <li>(i) 0.75:1 for development within the industrial precinct; and</li> <li>(ii) 1:1 for development for the purposes of hotel accommodation on Lot 75.</li> </ul> (e) Conceptual road design.	The total FSR across the SEL is 0.24:1. N/A	Yes Yes N/A
(f) Urban design, maximum height, landscape, open space and urban design concepts and finding Greystanes Estate Southern Employment Lands Urban Design Plan prepared by Turner Hughes Architects and date September 2006.	Compliance with this requirement is discussed in <b>Section 5</b> of this report.	Yes
(g) Provision of car parking in accordance with the following rates: <ul style="list-style-type: none"> <li>- office 1/40 m<sup>2</sup></li> <li>- retail 1/20 m<sup>2</sup></li> <li>- industrial 1/77 m<sup>2</sup></li> <li>- warehouse 1/300 m<sup>2</sup></li> </ul> (i) Staging in accordance with Staging Plan 108-SK56B dated 25 May 2007 and 108-SK34 dated 20 June 2007.	839 parking spaces required to service the proposed development, 989 spaces proposed. The proposed staging is generally consistent with the approved staging plan.	Yes Yes
<b>Term of Approval 7 – Business Park Precinct – Minimum Floor Plates</b> Within the business park precinct, a building for the purposes of office premises must provide a minimum floor plate size of 3,000 m <sup>2</sup> gross floor area.	No stand-alone office premises are proposed.	N/A
<b>Term of Approval 8 – Industrial Precinct – Associated Office Space</b> (a) a maximum of 50% of the GFA can be developed for the purpose of associated office is within 400 m of a bus stop; or (b) a maximum of 30% of the GFA can be developed for the purpose of associated office where the site is	This is a requirement of clause 14 of the MD SEPP and is addressed in <b>Section 5</b> of this report.	Yes

more than 400 m from a bus stop.

**Term of Approval 10 – Heritage – Site Interpretation Strategy**

**Term of Approval 10 (sic) – Stormwater Management Plan**

**Term of Approval 11 – Groundwater Management Plan**

**Term of Approval 12 – Ecologically Sustainable Design Principles**

This is addressed in **Section 5** of this report.

The Applicant has committed to undertake the proposed development in accordance with the approved Stormwater Management Plan.

The proposed development is consistent with the approved Groundwater Management Plan.

The proposed development has been designed in accordance with the ESD principles of the revised UDP.

Yes

Yes

Yes

Yes

**Table 2: Compliance with UDP Principles**

UDP Requirement	Proposed Development	Comment
<b>Principle: Character</b>		
The UDP requires the creation of a business park with high quality service retail uses within Precincts 1 and 2.	The application proposes to create an industrial business park with associated service retail uses.	The Department has concluded that the proposed development will facilitate the creation of a high quality industrial business park with an associated retail service centre.
The built form will be comprised of multi-storey multi-use buildings with extensive landscaping and passive recreation areas.	The built form will be comprised of single-storey warehouses with associated multi-storey offices. In addition, native landscaping is proposed across the site.	In addition, the Department is satisfied that the application has been designed to integrate the built form and public domain consistent with the intent of the UDP.
In addition, the UDP restricts access to the site from Reconciliation Road.	No access to the lots is proposed off Reconciliation Road.	
<b>Principle: Land Use</b>		
Development within the SEL is split into four precincts which will be comprised of a range of industrial manufacturing, warehousing, high technology, storage, research uses and office space.	The application proposes the creation of a logistics campus and service centre which will provide floor space for warehouse, logistics and retail uses to service the needs of future building occupants.	The proposed land uses are consistent with the principles outlined in the UDP.
The subject site is located within Precincts 1 and 2 where business park and service retail uses and industrial uses are contemplated.		
<b>Principle: Transport and Infrastructure</b>		
The SEL will be serviced by a 50 m wide road reserve accommodating services, footpaths and cycle paths, a bus transit-way, and landscape zones.	Reconciliation Road is the primary north-south transport route within the SEL. It was constructed under MP 06_0181 and accommodates the services, footpaths, cycle paths and the bus transit way required to service the land within the SEL.	The Department is satisfied that the Proponent's Traffic Assessment demonstrates that the proposed variations to the width of the north-south and east-west road reserves are minor and will not result in any adverse traffic or road safety impacts.
In addition, local road reserves will generally be 20 m in width to accommodate footpath and landscaping, with the exception of the 30 m wide east-west boulevard within Precinct 1.	The application proposes the creation of a 20.5 m wide east-west road reserve (Basalt Road) with a small section of the road 30 m in width to provide an entry statement at the intersection of Basalt Road and Reconciliation Road.  A 20.5 m north-south local road (Dolerite Close) and a 12.5 m wide north-south access road are also proposed. The local road and access road are wide enough to accommodate footpaths and landscaping	The proposed variation to the width of the east-west boulevard is supported on the basis that: <ul style="list-style-type: none"> <li>small scale office uses are no longer proposed along Basalt Road and therefore a boulevard environment that provides a more active streetscape is no longer required; and</li> <li>the road has been designed to provide an appropriate entry statement that integrates with the adjoining QuarryEast estate and Reconciliation Road.</li> </ul>

UDP Requirement	Proposed Development	Comment
		<p>In addition, the road sections provided in the Applicant's RTS demonstrate that there is sufficient room within the road reserves to accommodate footpaths and landscaping.</p> <p>Given the above, the Department is satisfied that the proposed development is generally consistent with the intent of the UDP.</p>
<b>Principle: Subdivision</b>		
<p>The final subdivision should be generally consistent with the indicative plan of subdivision and will be comprised of lots ranging in size between 0.25 ha and 2.5 ha.</p> <p>No lots within Precincts 1 or 2 are anticipated to require direct access from Reconciliation Road.</p>	<p>The application proposes the creation of lots between 1.7 ha and 8.2 ha. In addition, the application proposes a minor variation to the lot layout as a single lot (proposed Lot B(4/5)) is proposed adjacent to the quarry wall.</p> <p>No direct access is proposed off Reconciliation Road.</p>	<p>The application proposes the creation of larger lots than those contemplated under the UDP, and also proposes a variation to the approved lot layout.</p> <p>The Department has concluded that these variations are acceptable on the basis that the building envelope on proposed Lot B(4/5) has been designed to accommodate three tenancies to ensure a wide range of warehouse and logistics uses can be accommodated on-site.</p>
<b>Principle: Indicative Built Area</b>		
<p>The main objective of the SEL is to provide a higher density business park, comprised of small lots, and a higher percentage of office floor space than generally permitted within an industrial estate.</p>	<p>The application proposes the creation of a business park accommodating warehouse, logistics, office and retail service centre uses.</p> <p>In addition, the application does not incorporate a high percentage of office floor space as per the original intent of the Concept Plan.</p>	<p>The Department notes that the demand for business related uses is limited in the SEL as evidenced by the tenants that have located within the QuarryEast Industrial Estate.</p> <p>In addition, the Department is satisfied that the application will still facilitate the creation of a high density industrial business park consistent with the objectives of the Concept Plan and UDP.</p>
<b>Principle: Streetscape</b>		
<p>The UDP requires the provision of a spine road (Reconciliation Road), and an estate boulevard which connects to Reconciliation Road, and a local road which connects with the estate boulevard and Reconciliation Road.</p>	<p>Reconciliation Road was constructed under MP 06_0181. The application proposes the creation of an east-west boulevard/local road and a north south local road.</p>	<p>The proposed road layout is consistent with the streetscape principles of the UDP</p>
<b>Principle: Stormwater</b>		
<p>Stormwater flows from the quarry will be discharged into Prospect Creek via the use of perimeter drains.</p> <p>A bio-retention basin system will be incorporated into the business park and service retail precinct.</p>	<p>The application has been designed to connect into the perimeter drainage system constructed under MP 06_0181.</p> <p>The location of the bio-retention basins differ from the approved Stormwater Management Strategy.</p>	<p>The Department is satisfied that the proposed stormwater infrastructure has been designed to connect into the SEL perimeter drainage system.</p> <p>In addition, the Department is satisfied that Applicant's Civil Design Report demonstrates the capacity of the proposed bio-retention is sufficient to accommodate all stormwater generated on-site.</p>
<b>Principle: Stormwater Management Concept</b>		
<p>Groundwater is managed in accordance with the approved groundwater concept.</p>	<p>The application has been designed to connect into the perimeter drainage system constructed under MP 06_0181.</p>	<p>The Department is satisfied that the application has been designed to comply with the requirements of the approved GMP.</p>

**Table 3: Compliance with UDP Development Controls**

UDP Requirement	Proposed Development	Comment
<b>Development Control (General): ESD</b>		
<ul style="list-style-type: none"> <li>buildings within the Business Park Precinct to achieve a 4-star AGBR rating;</li> <li>site layout and orientation designed to reduce energy consumption within the Industrial Precinct; and</li> <li>building materials selected to reduce energy and water consumption.</li> </ul>	<p>The application does not commit to achieving a 4-star AGBR rating.</p> <p>The application has been designed to incorporate solar passive design, high performance glazing, shading devices, insulation, and utilise low energy materials, plant and equipment.</p>	The Department is satisfied that the application has been designed to incorporate appropriate ESD measures, consistent with the general site controls outlined in the UDP.
<b>Development Control (General): Landscaping</b>		
<ul style="list-style-type: none"> <li>provision of high quality landscaping with minimal maintenance requirements; and</li> <li>provision of water retention for irrigation and drainage purposes.</li> </ul>	<p>The Landscape Master Plan proposes the use of high quality materials and native plants to reduce water consumption and minimise maintenance costs.</p> <p>The buildings have been designed to enable future tenants to enable the installation of rainwater storage tanks for re-use on site.</p>	The Department is satisfied that the Landscape Masterplan will ensure a high quality streetscape outcome will be achieved across the site, and that plants and materials have been selected for their durability to reduce maintenance costs over the life of the development.
<b>Development Control (General): External Materials and Colours</b>		
<ul style="list-style-type: none"> <li>encourage a high aesthetic standard to enhance the character and amenity of the estate; and</li> <li>use of varied colours and textures across the estate.</li> </ul>	The facades of the buildings incorporate a range of materials to provide visual interest and a unified design aesthetic for the estate.	<p>The Department is satisfied that the proposed development has been designed to provide a distinct character for the estate, that integrates with the existing development at QuarryEast.</p> <p>In addition, the Department is satisfied that the building facades and landscape concept will ensure a variety of textures and colours will be utilised across the site to ensure a high quality urban design outcome is provided.</p>
<b>Development Control (General): Access, Parking and Loading</b>		
<ul style="list-style-type: none"> <li>safe and efficient car parking is provided across the site for employees, visitors and service vehicles consistent with on-site demands;</li> <li>safe pedestrian and bicycle access is provided; and</li> <li>car parking is designed to ensure it does not detract from the visual amenity and character of the estate.</li> </ul>	<p>The application proposes car parking consistent with the rates outlined in the MD SEPP and Concept Plan.</p> <p>All car parking and site access arrangements have been designed to comply with the relevant Australian Standards.</p> <p>A network of pedestrian and cycle paths are provided across the estate, and car parking has been located to maintain the visual amenity of the streetscape.</p>	<p>The Department is satisfied that the proposed development complies with the car parking requirements of the MD SEPP and Concept Plan, and that car parking has been designed to provide safe access for all vehicles accessing the site.</p> <p>In addition, the Department is satisfied that the location of the off-street car parking will ensure an appropriate streetscape outcome is provided.</p>
<b>Development Control (General): Bicycle Parking</b>		
<ul style="list-style-type: none"> <li>safe and convenient facilities are provided for cyclists.</li> </ul>	The application has been designed to ensure bicycle parking can be accommodated consistent with UDP rates (50 spaces required, 74 spaces proposed).	The Department is satisfied that sufficient bicycle parking has been provided in accordance with the UDP rates. A condition of consent is recommended to ensure appropriate bicycle parking is provided.
<b>Development Control (General): Safety and Security</b>		
<ul style="list-style-type: none"> <li>future developments incorporate CPTED principles;</li> <li>passive surveillance is provided to reduce vandalism and anti-social behavior.</li> </ul>	The application has been designed to maximise passive surveillance of the public domain and reduce opportunities for concealment to discourage anti-social behaviour and vandalism.	The Department is satisfied that the buildings and landscaping have been designed to maximise safety and security across the estate.



<b>Development Control (General): Lighting</b>		
<ul style="list-style-type: none"> <li>lighting is designed to ensure a safe and attractive environment is provided; and</li> <li>lighting does not distract drivers or occupants of adjoining buildings.</li> </ul>	Lighting has been designed to comply with the relevant Australian Standards.	The Department has recommended conditions of consent to ensure all lighting achieves compliance with the relevant Australian Standards.
<b>Development Control (General): Signage</b>		
<ul style="list-style-type: none"> <li>to ensure signage provides legibility within the public domain without detracting from the overall character of the estate or the visual appearance of individual buildings.</li> </ul>	An estate wide Signage Strategy has been developed to ensure signage is fully integrated within the proposed public domain treatments and the facades of individual buildings.	The Department is satisfied the proposed signage strategy will ensure a high level of legibility for future building occupants and visitors without detracting from the overall design quality of the public domain.
<b>Development Control (Precinct 1): Objectives</b>		
<ul style="list-style-type: none"> <li>ensure an attractive working environment is provided, that incorporates adequate landscaping and parking facilities and appropriate pedestrian access;</li> <li>ensure streetscapes are attractive and buildings are sited to provide an appropriate scale and form is provided;</li> <li>provide accommodation for a wide range of end-users;</li> <li>ensure buildings incorporate ESD principles; and</li> <li>ensure appropriate retail and commercial services are provided to cater for the need of building occupants and to reinforce the site's designation as major employment centre.</li> </ul>	<p>The application has been designed to provide a high quality work environment for future occupants by ensuring the provision of footpaths and cycle paths within the road reserves, the provision of adequate on-site car parking, and the via the use of an integrated landscape and signage strategy.</p> <p>All facades fronting the public access roads have been designed to provide a pedestrian scale (maximum height of 13.7 m), with landscape treatments adjacent to footpaths to provide maximum amenity for pedestrians, and to soften the impact of the warehouse buildings.</p> <p>The warehouses have been designed to provide a flexible floor plate to accommodate a wide range of end-users.</p> <p>Each building incorporates ESD measures.</p> <p>The application proposes the creation of 3,220 m<sup>2</sup> of retail floor space, comprised of a 2,000 m<sup>2</sup> supermarket, a 250 m<sup>2</sup> food and beverage outlet, 870 m<sup>2</sup> of general retail floor space and a 100 m<sup>2</sup> petrol station to cater for the future occupants of the estate, an reinforce the site's primacy as a major employment centre.</p>	<p>The Department has reviewed the Applicant's EIS and architectural and landscape plans and is satisfied that the proposed development has been designed to incorporate sufficient car parking, and appropriate walking and cycling infrastructure to ensure future building occupants are provided with a high quality and attractive working environment.</p> <p>Furthermore, the built form and landscaped areas have been designed to ensure future buildings have a human scale, and high quality streetscapes with an appropriate level of passive surveillance are created.</p> <p>The use of flexible floor plates will ensure that the development is capable of sustaining a wide variety of end-users.</p> <p>All buildings incorporate best-practice solar passive design principles to ensure energy, water use and waste is minimised during the construction and operational phases of the development.</p> <p>In addition, the proposed retail uses have been designed to service the needs of future building occupants and reinforce the site's designation as a major employment centre.</p>
<b>Development Control (Precinct 1): Development Siting</b>		
<p><u>Business Park Requirements:</u></p> <ul style="list-style-type: none"> <li>buildings setback a minimum of 4 m and an average of 7 m from the bus transit-way; and</li> <li>a 10 m setback is provided to all other internal roads.</li> </ul> <p><u>Service Centre Requirements:</u></p> <ul style="list-style-type: none"> <li>a minimum setback of 7 m from the bus transit-way; and</li> <li>a minimum setback of 5 m from the boundary of all other public roads.</li> </ul> <p><u>General:</u></p> <ul style="list-style-type: none"> <li>7.5 m setback from all</li> </ul>	<p>Warehouses A1 and D3 achieve a 4 m wide landscape setback from the bus transit-way, and an additional 3.5 m setback (total 7.5 m setback) from the bus transit-way to the car parking spaces associated with each of the building envelopes.</p> <p>Warehouses E4 and E6 generally achieve a 4 m landscape setback from the bus transit-way, with car parking proposed immediately adjacent to the landscape setback. No built form is proposed within 7 m of the bus transit-way</p>	The Department is satisfied that the proposed setbacks are consistent with the requirements of the UDP.

boundaries; and <ul style="list-style-type: none"> <li>provision of adequate site distances at intersections.</li> </ul>	Setbacks of between 7.5 and 10 m are proposed for all other internal roads.  The service centre achieves a 7.5 m setback from the bus transit-way and a 7.5 m setback from all other public roads (Dolerite Close).  The residual warehouses achieve a 7.5 m setback from all boundaries, and no sightlines are obstructed.	
<b>Development Control (Precinct 1): Built Form</b>		
<ul style="list-style-type: none"> <li>15% of the site area should be comprised of soft landscaping;</li> <li>building heights should not exceed 25 m (excluding building plant with may be up to 7.5 m in height);</li> <li>maximum 50% site coverage;</li> <li>pedestrian permeability encouraged;</li> <li>open space provided for employees;</li> <li>articulation of facades with road frontage;</li> <li>total GFA must not to exceed 104,000 m<sup>2</sup>, with a maximum of 2,000 m<sup>2</sup> permitted for supermarket use, 2,000 m<sup>2</sup> permitted for service centre uses, 2,500 m<sup>2</sup> permitted for tavern uses.</li> </ul>	The application proposes a variation to the minimum soft landscaping requirements (11% proposed, 15% required).  The application complies with the residual built form requirements.	The Department has assessed the architectural and landscape plans and has concluded that: <ul style="list-style-type: none"> <li>11% of the business precinct will be comprised of soft landscaping (trees, lawn, shrubs, and native grasses), however 16% of the total site will be comprised of soft landscaping;</li> <li>building heights do not exceed 25 m (13.7 m proposed);</li> <li>all site access roads incorporate footpaths on at least one side of the road;</li> <li>an appropriate level of landscaping is proposed to provide an appropriate level of amenity for the proposed warehouse uses;</li> <li>all facades with road frontage are articulated via the use of varied materials, colours and the incorporation of architectural features; and</li> <li>the application complies with all of the GFA maxima specified in the UDP.</li> </ul>
<b>Development Control (Precinct 1): Fencing</b>		
<ul style="list-style-type: none"> <li>avoid fencing within the street setback;</li> <li>fencing sited to avoid impacts on driver sight-lines;</li> <li>chain-wire fencing to be dark green or black in colour;</li> <li>solid metal fencing not permitted; and</li> <li>fencing permitted along the stormwater management channel.</li> </ul>	The application is consistent with the fencing requirements of the UDP and a final fencing strategy will be provided prior to the satisfaction of the Secretary.	The Department has reviewed the Fencing Masterplan provided in the Applicant's RTS and has concluded that all fencing complies with the requirements of the UDP.
<b>Development Controls (Precinct 1): Site Water Management</b>		
<ul style="list-style-type: none"> <li>on-site stormwater must not be discharged at a rate above 140 litres/second/hectare;</li> <li>1000 m<sup>3</sup> detention provided in Precinct 1a, 1,200 m<sup>3</sup> in Precinct 1b, and 900 m<sup>3</sup> for Precinct 1C;</li> <li>80% of TSS removed, and 45% total nitrogen and phosphorus removed prior to discharge;</li> <li>bio-retention areas are integrated into the landscape design;</li> <li>a 300 mm freeboard is achieved from the 100 year ARI; and</li> <li>greywater recycling investigated</li> </ul>	The development has been designed to comply with the stormwater and groundwater management strategies of the UDP.	The Department has reviewed the Applicant's Civil Engineering Report and notes that the application proposes the reconfiguration of the on-site detention (OSD) basins, however the total capacity of the basins is consistent with the requirements of the UDP (3,100 m <sup>3</sup> recommended, 3,000 m <sup>3</sup> proposed).  In addition, the Department notes that stormwater discharge will occur via the precinct wide system which has been designed and constructed to comply with the UDP discharge rates

and utilised where possible.		<p>and water quality targets. In addition, all finished levels will achieve a 500 mm freeboard from the 100 year ARI event.</p> <p>Furthermore, the application has been designed to facilitate grey-water re-use should future occupants seek to undertake greywater recycling.</p> <p>Whilst the application proposes a minor departure from the OSD controls of the UDP, the Department is satisfied that the proposed departure will not result in any adverse water management issues.</p>
<b>Development Controls (Precinct 2): Objectives</b>		
<ul style="list-style-type: none"> <li>to achieve a quality industrial park with adequate space for landscaping, parking and manoeuvring areas;</li> <li>provide opportunities for co-locating technology, research and development, manufacturing and distribution and office facilities; and</li> <li>to achieve a high quality streetscape and built form outcome that reinforces the desired streetscape character, and achieves a high quality of architectural design.</li> </ul>	<p>The application has been designed to:</p> <ul style="list-style-type: none"> <li>provide adequate landscaping and car parking facilities;</li> <li>provide opportunities for the co-location of a range of employment generating uses; and</li> <li>provide a high quality streetscape and built form outcome.</li> </ul>	<p>The Department has reviewed the architectural plans and Landscape MasterPlan and has concluded that the proposed development has been designed to provide a high quality urban design outcome that implements the objectives of the UDP.</p>
<b>Development Control (Precinct 2): Development Siting</b>		
<ul style="list-style-type: none"> <li>minimum building setback of 15 m from Reconciliation Road, with the first 7.5 m of the setback comprised of soft landscaping;</li> <li>a minimum setback of 7.5 m from all other public roads;</li> <li>a minimum setback of 6 m from one side boundary; and</li> <li>buildings are sited and designed to provide safe and convenient pedestrian access, ensure the provision of adequate sight lines.</li> </ul>	<p>All development within Precinct 2 is setback in excess of 15 m from Reconciliation Road, and achieves a 7.5 m setback from all public roads.</p> <p>Each warehouse can achieve a 6 m setback from one side boundary.</p> <p>Safe pedestrian access is provided to all buildings.</p>	<p>The Department has assessed the architectural drawings and has concluded that the application is consistent with the siting requirements of the UDP.</p>
<b>Development Control (Precinct 2): Built Form</b>		
<ul style="list-style-type: none"> <li>buildings articulated with appropriate architectural features;</li> <li>loading dock shutters are not located on a façade fronting a road where they are within 25 m of a road boundary;</li> <li>maximum FSR of 0.75:1;</li> <li>maximum site coverage of 70%;</li> <li>building heights should not exceed 15 m (excluding roof top plant); and</li> <li>office floor space should not exceed 50% of the GFA where the site is within 400 m of a bus stop, or 30% where a site is in excess of 400 m from a bus stop.</li> </ul>	<p>All buildings within Precinct 2 are articulated with architectural features.</p> <p>Loading docks are setback 25 m from road boundaries.</p> <p>The application is consistent with the FSR (0.5:1 proposed), site coverage (53%), building height (13.7 m proposed), and office floor space controls (3% office floor space across whole site).</p>	<p>The Department has assessed the architectural drawings and has concluded that the application is consistent with the built form requirements of the UDP</p>
<b>Development Control (Precinct 2): Fencing</b>		
<ul style="list-style-type: none"> <li>fencing between the street and the principle street frontage is discouraged;</li> <li>where fencing is required for</li> </ul>	<p>The application is consistent with the fencing requirements of the UDP and a final fencing strategy will be provided prior to the satisfaction of the</p>	<p>The Department has reviewed the Fencing Masterplan provided in the Applicant's RTS and has concluded that all fencing complies with the</p>

<p>security it should not affect visual sight lines for drivers;</p> <ul style="list-style-type: none"> <li>• fencing should be transparent or integrated into the built form;</li> <li>• solid fencing should be designed to integrate with the built form and be comprised of materials similar to its associated building;</li> <li>• fencing greater than 1 m in height that is located within the front setback should be located behind a 3 m wide landscape buffer;</li> <li>• pre-painted solid metal fencing should be avoided;</li> <li>• fencing along street boundaries should not exceed 3 m in height; and</li> <li>• fencing along Reconciliation Road required for safety/security reasons should be comprised of black or green chain wire fencing.</li> </ul>	Secretary.	requirements of the UDP.
<b>Development Control (Precinct 2): Site Water Management</b>		
Water leaving the site should be treated to remove pollutants/contaminants and should not contain any visible grease or oil discharge, or any unnatural discolouration.	The development has been designed to comply with the stormwater and groundwater management strategies of the UDP.	The Department has reviewed the Applicant's Civil Engineering Report and has concluded that the proposed site water management practices comply with the requirements of the UDP.

## **APPENDIX E            ENVIRONMENTAL IMPACT STATEMENT (EIS)**

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See the Department's website at:

[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)



## **APPENDIX F            SUBMISSIONS**

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See the Department's website at:

[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)

## **APPENDIX G          RESPONSE TO SUBMISSIONS**

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See the Department's website at:

[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)