



planning consultants

Section 75W Modification to DA 264-09-01

Yennora Distribution Centre

14-54 Dennistoun Avenue, Yennora



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Contents

1	Introduction	1
1.1	Commission	1
1.2	Purpose of this Report	1
1.3	Project Team	1
1.4	Report Structure	1
2	Background	2
2.1	DA 264-09-01	2
2.2	Yennora Distribution Centre	2
2.3	Other Development Applications (including modifications)	5
2.4	Pre Lodgement Consultation	5
2.4.1	NSW Department of Planning and Environment	5
2.4.2	Holroyd City Council	6
3	Part 3A Transitional Provisions	7
4	Site Context	8
4.1	Location	8
4.2	Site Description	8
4.3	Surrounds	14
4.4	Surrounding Road Network	14
5	Proposed Modifications to DA 264-09-01	16
5.1	Proposed Works – Western Precinct	16
5.2	Proposed Modifications to Consent issued for DA 264-09-01 (as modified)	17
5.3	Consistency with Original Approval	18
6	Strategic Policies	19
6.1	NSW State Plan	19
6.2	A Plan for Growing Sydney	19
7	Environmental Planning Assessment	21
7.1	Infrastructure SEPP	21
7.2	SEPP 55 – Remediation of Land	21
7.3	SEPP 64 – Advertising and Signage	22
7.4	Holroyd LEP 2013	25
7.5	Holroyd DCP 2013	27
7.6	AS 2601 – Demolition of Structures	30
7.7	Natural Environment Impacts	30
7.7.1	Flooding & Stormwater Management	30
7.7.2	Water Quality - Soil and Sedimentation Management	31

Contents

7.7.3	Site works & Contamination	32
7.7.4	Vegetation removal	32
7.8	Built Environment Impacts	32
7.8.1	Environmental Management Plan	32
7.8.2	Acoustic Impacts	33
7.8.3	Traffic and Parking	33
7.8.4	Construction Management	35
7.8.5	Waste Management	36
7.9	Social and Economic Impacts	36
7.9.1	Employment	36
7.9.2	Economic Impact	36
7.10	Suitability of the Site for Development	37
7.11	Submissions	37
7.12	Public Interest	37
8	Conclusion	38

Figures

Figure 1	Aerial Photograph of Yennora Distribution Centre	4
Figure 2	The site location	8
Figure 3	Aerial photograph / Survey of the site	9
Figure 4	Aerial Photograph showing photo locations and direction	10
Figure 5	Looking east towards Boola Avenue/Military level crossing	11
Figure 6	Looking west along railway siding. Building 1 is on the right	11
Figure 7	Looking north towards Gate 2	11
Figure 8	View of site of proposed Building 8A. Building 2 in the background	12
Figure 9	Existing mound to be removed to make way for proposed Building 8A	12
Figure 10	Looking west towards Building 8B and existing acoustic fence	12
Figure 11	Existing acoustic fence to rear (west) of Building 8B	13
Figure 12	Looking south along access way between Buildings 2 and 3	13
Figure 13	Looking north along access way between Buildings 2 and 3	13
Figure 14	Looking east towards existing acoustic wall from Dennistoun Avenue	14
Figure 15	Looking east along Dennistoun Avenue	14
Figure 16	Zoning Plan Extract – Holroyd LEP 2013	25
Figure 17	Extract from Holroyd LEP 2013 – Biodiversity Map	26
Figure 18	Extract from Holroyd Council's Map 1 – Flood Control Lot Map (3 October 2013)	30
Figure 19	Extract from Holroyd Council's Map 5 – Flood Risk Precincts Map (19 July 2013)	30

Contents

Tables

Table 1	The Project Team	1
Table 2	Yennora Distribution Centre – Building Description	3
Table 3	Buildings within Western Precinct of Yennora Distribution Centre	16
Table 4	Assessment Criteria listed in Schedule 1 of SEPP 64	23

Appendices

1.	Original Approval for DA 264-09-01
2.	Approved master plan
3.	Minutes of pre lodgement meeting with Holroyd Council
4.	Site Survey
5.	Architectural Plans
6.	Amended conditions of consent for DA 264-09-01 with changes shown as track changes
7.	Revised Acoustic Assessment
8.	Traffic Report
9.	Preliminary Contamination Assessments
10.	Bulk Earthworks Plan
11.	Flooding and Stormwater Management Plans + Report
12.	Erosion and Sediment Control Plans
13.	BCA Assessment Report
14.	Construction Management Plan
15.	Arborist Report
16.	Salinity Advice

Abbreviations

AADT	annual average daily vehicle trips
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
AHIP	Aboriginal Heritage Impact Permit
AS	Australian Standard
ASS	acid sulfate soils
BCA	Building Code of Australia
BTA	bushfire threat assessment
CC	construction certificate
CIV	capital investment value
Council	Holroyd Council
DA	development application
DCP	development control plan
DECC	former NSW Department of Environment and Climate Change
DET	NSW Department of Education and Training
DFP	DFP Planning Pty Limited
DFCS	NSW Department of Family and Community Services
DGRs	Director General's Requirements

Contents

Abbreviations

DoCS	former NSW Department of Community Services
DPE	NSW Department of Planning and Environment
DoPI	former NSW Department of Planning and Infrastructure
DVT	daily vehicle trip
DWE	NSW Department of Water and Energy
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPI	environmental planning instrument
ESCP	erosion and sedimentation control plan
ESD	ecologically sustainable development
FPL	flood planning level
FSR	floor space ratio
GFA	gross floor area
HIS	heritage impact statement
JRPP	Joint Regional Planning Panel
kph	kilometres per hour
LEP	local environmental plan
LGA	local government area
NGL	natural ground level
NorBE	neutral or beneficial effect
NOW	NSW Office of Water
NPW Act	<i>National Parks and Wildlife Act 1974</i>
NPWS	NSW National Parks and Wildlife Service
PA	planning agreement
OEH	NSW Office of Environment and Heritage
PAD	potential archaeological deposit
PVT	peak hour vehicle trip
REP	regional environmental plan
RFI Act	<i>Rivers and Foreshore Improvement Act 1948</i>
RFS	NSW Rural Fire Service
RF Act	<i>Rural Fires Act 1997</i>
RL	reduced level
RMS	NSW Roads and Maritime Services
RTA	former Roads and Traffic Authority of NSW
SCA	Sydney Catchment Authority
SC	Subdivision Certificate
SCI	site contamination investigation
SEE	Statement of Environmental Effects
SEPP	state environmental planning policy
SIS	species impact statement
SULE	safe useful life expectancy
TSC Act	<i>Threatened Species Conservation Act 1995</i>
VPA	voluntary planning agreement
vtph	vehicle trips per hour
WM Act	<i>Water Management Act 2000</i>
WSUD	water sensitive urban design

1 Introduction

1.1 Commission

DFP Planning has been engaged by Stockland Development Pty Ltd (Stockland) to assist with the preparation of an application to amend an existing approval issued in relation to the Yennora Distribution Centre.

This application is to be lodged under the now repealed Section 75W of the Environmental Planning and Assessment Act 1979 (EP&A Act). The application seeks to modify the existing master plan approval in relation to development within the Western Precinct to provide for the demolition of existing Building 3 and provision of a new building in its place and development of a new building in the area identified as Building 9 on the approved master plan.

1.2 Purpose of this Report

The purpose of this report is to provide NSW Department of Planning and Environment (DPE) with the necessary information to be able to assess and determine this application for modification.

1.3 Project Team

The preparation of the DA has been a collaborative effort by a team of consultants including:

Table 1 The Project Team

Project Management	Stockland
Survey	Total Surveying Solutions
Architectural	WMK Architecture
Town Planning	DFP Planning
Traffic and Parking	Colston Budd Hunt and Kafes (CBHK)
Stormwater Management	Richmond + Ross
Flooding	Richmond + Ross
Acoustic	Atkins Acoustics
Contamination	Douglas Partners and P. Clifton & Associates
Arborist Assessment	Australis Tree Management
Construction Management	Stockland
BCA	Blackett Maguire + Goldsmith (BMG)
Salinity Advice	Douglas Partners

1.4 Report Structure

This SEE is structured in the following manner:

Section 2 provides a brief Background to the development.

Section 3 discusses the transitional provisions relating to Part 3A Projects

Section 4 is a **Site Context** and provides a detailed description of the site and the nature of surrounding development.

Section 5 details the Proposed Modifications to DA 264-09-01.

Section 6 considers relevant strategic policies.

Section 7 is a detailed **Environmental Assessment** of the modifications to the development.

Section 8 is a Conclusion.

2 Background

2.1 DA 264-09-01

On 12 June 2001, the Minister for Planning declared all development on the site (except for minor alterations and additions to existing development) to be State Significant Development, under Section 76A(7)(b) of the *Environmental Planning and Assessment Act 1979*.

On 2 April 2002, the Minister for Planning issued a Determination under Section 80 of the EP&A Act 1979 to DA No. 264-09-01 for the following development:

The redevelopment and use of the Yennora Distribution Park to store, handle and distribute general merchandise.

A copy of the determination issued by the Minister is included at **Appendix 1** to this report. A copy of the approved master plan is included at **Appendix 2**.

The approval was issued for a master plan, together with approval for works within three precincts – the Central Precinct, the Eastern Precinct and the Western Precinct.

The building works the subject of this modification application are within the Western Precinct.

The **master plan** involved the following:

- *Construct five new buildings on the site: Buildings 7, 8A, 8B, 9, and the new communal facilities facility;*
- *Divide and alter Buildings 1 & 2;*
- *Construct new internal roads, parking, and container and general storage areas;*
- *Upgrade the existing stormwater management system;*
- *Construct 3 new acoustic walls on the site;*
- *Construct a new entrance to the site off Byron Road for light vehicles;*
- *Upgrade the appearance of the existing entrance;*
- *Provide additional landscaping on the site; and*
- *Use the site 24 hours a day, 7 days a week to store, handle, and distribute general merchandise.*

The approved works for the **Western Precinct** included:

- *Construct two new buildings: Buildings 8A & 8B;*
- *Construct an acoustic wall to the west of Buildings 8A & 8B;*
- *Construct internal roads, parking, and additional container and general storage areas;*
- *Upgrade the appearance of the existing entrance on Loftus Road;*
- *Upgrade the existing stormwater management system, including the provision of a new on-site detention basin; and*
- *Protect and regenerate the remnant bushland on the north-western corner of the site.*

2.2 Yennora Distribution Centre

The Yennora Distribution Centre as it exists today comprises a total of nine buildings. The buildings are identified by a building number however those building numbers do not correspond to the building numbers as noted on the approved master plan. Further, since approval of the master plan, Stockland was successful in purchasing an adjoining site. That land has since been developed and that building (Building 10) has now been integrated with the original distribution centre.

Table 2 below is a comparison of building numbers between the approved master plan and the current development, together with a note as to any modifications/changes that have occurred or are proposed.

2 Background

Table 2 Yennora Distribution Centre – Building Description		
Building No. as shown on approved master plan	Building No. as it currently exists on site	Comments
1, 1A and 1B	1 and 7	Building 1 & 1B has been divided in a north-south direction to create Buildings 1 & 7. Associated offices shown as Building 1A on the approved master plan have not been identified by a separate building number. No modifications proposed.
2 & 2A	2	No modifications proposed
3	3	To be demolished and replaced with new Building 3 as part of this application for modification
4	4	No modifications proposed
5	5	No modifications proposed
6	6	No modifications proposed
7	Now known as Building 9 on the Byron Road frontage	No modification to Building 9 is proposed
Proposed Building 8A	Does not currently exist	Subject to future application
Proposed Building 8B	8B (Constructed in accordance with the approval issued for DA-264-09-01)	No modifications proposed
Proposed Building 9	Does not currently exist	A new building to be known as Building 8A is proposed to be constructed in the location previously shown as being occupied by Building 9 on the approved master plan
	10	The land now occupied by Building 10 did not form part of the original master plan

Figure 1 (overleaf) shows the location of these buildings in the aerial photograph.



Figure 1 Aerial Photograph of Yennora Distribution Centre

2 Background

2.3 Other Development Applications (including modifications)

A search of the application tracker on Holroyd Council's website has revealed that there have been a number of applications for development and modification of development in relation to the Yennora Distribution Centre.

Some of these applications appear to have been considered as minor works and were determined by Holroyd Council (as permitted by the Minister's declaration of the site as a State Significant Development site).

Relevant to the subject application for modification and works within the Western Precinct are the following applications is a S96(2) modification application which provided for the following:

Delete Building 9, relocate Building 8A to the approved location of Building 9, incorporate new location of Building 8A within Western Precinct works, provide hardstand area in the former position of Building 8A for container storage/handling, extend acoustic wall along the western boundary, extend OSD/stormwater to Building 9.

- This application was approved by the Minister on 25 June 2004. It does not appear that all works proposed as part of this modification application have been undertaken however the provision of the hardstand area and extension of the acoustic fence do appear to have been carried out.

2.4 Pre Lodgement Consultation

2.4.1 NSW Department of Planning and Environment

On 11 May 2015, the proponent and relevant specialist consultants met with officers of Industry Assessments Team of NSW Department of Planning and Environment (DPE) to discuss the proposal and confirm the planning pathway. The supporting documentation required to be submitted with the application was also discussed.

During that meeting the proposed modifications to the Western Precinct as well as the increase in train movements were discussed. The Department made the following observations/comments in regard to the proposed modifications:

- The written advice from the relevant rail operator will be required to be submitted with the application.
- The application will need to address the rationale of the design and why this has changed from the approved master plan.
- The hierarchy of plans will need to be addressed including NSW State Plan and *A Plan for Growing Sydney*.
- If any signage is proposed a signage strategy will need to be submitted.
- The following documentation (where relevant) will be required to be submitted:
 - Architectural plans
 - Landscape plans
 - Acoustic assessment
 - Traffic assessment
 - Concept stormwater drainage plans
 - Contamination assessment – addressing SEPP 55
 - Bulk earthworks plans
 - Construction management plan

2 Background

The Department also recommended Holroyd City Council and the relevant rail authorities be consulted prior to submission of the application.

As requested, a draft table of contents of this report was provided to the Department for their review prior to preparation of this report.

The matters discussed with the Department have been addressed in this report and in the specialist consultant advice to be submitted with the application for modification.

Subsequent to that meeting, Stockland has decided to not pursue the increase in train movements as part of this application for modification. Any change in the number of train movements will be undertaken as a separate matter.

2.4.2 Holroyd City Council

On 14 May 2015, the proponent and relevant specialist consultants met with officers of Holroyd City Council (Council) to discuss the proposal. The purpose of this meeting was to ensure all relevant matters were considered as part of the modification application to the Department.

Minutes of that meeting have been provided by Council and are attached at **Appendix 3**.

In addition to the matters raised by DPE, Council also requested the following:

- The provisions of Holroyd DCP 2013 and in particular the provisions relating to the Yennora Distribution Centre are required to be addressed.
- The site is identified as a flood control lot and this will be required to be addressed.

The matters raised by Council are addressed in this report or in the specialist consultant reports and plans submitted with the application for modification.

3 Part 3A Transitional Provisions

On 12 June 2001, the Minister for Planning declared all development on the site (except for minor alterations and additions to existing development) to be State Significant Development, under Section 76A(7)(b) of the *Environmental Planning and Assessment Act 1979*.

Clause 8J of the EP&A Regulation relates to transitional provisions for various applications. Specifically, Clause 8J(8)(c) states the following in relation to modification of applications for State Significant Development:

For the purposes only of modification, the following development consents are taken to be approvals under Part 3A of the Act and section 75W of the Act applies to any modification of such a consent:

- (a)...,
- (b)...,
- (c) *a development consent granted by the Minister under Part 4 of the Act (relating to State significant development) before 1 August 2005 or under clause 89 of Schedule 6 to the Act,*

The development consent issued in relation to the Yennora Distribution Centre was issued on 2 April 2002 under Section 80 (which comes under Part 4) of the EP&A Act.

Therefore, the relevant planning pathway for the modification of this consent is via the now repealed Section 75W of the EP&A Act.

Section 75W states the following in relation to the modification of Minister's approval:

- (1) *In this section:*

Minister's approval means an approval to carry out a project under this Part, and includes an approval of a concept plan.

modification of approval means changing the terms of a Minister's approval, including:

- (a) *revoking or varying a condition of the approval or imposing an additional condition of the approval, and*
- (b) *changing the terms of any determination made by the Minister under Division 3 in connection with the approval.*
- (2) *The proponent may request the Minister to modify the Minister's approval for a project. The Minister's approval for a modification is not required if the project as modified will be consistent with the existing approval under this Part.*
- (3) *The request for the Minister's approval is to be lodged with the Director-General. The Director-General may notify the proponent of environmental assessment requirements with respect to the proposed modification that the proponent must comply with before the matter will be considered by the Minister.*
- (4) *The Minister may modify the approval (with or without conditions) or disapprove of the modification.*
- (5) *The proponent of a project to which section 75K applies who is dissatisfied with the determination of a request under this section with respect to the project (or with the failure of the Minister to determine the request within 40 days after it is made) may, within the time prescribed by the regulations, appeal to the Court. The Court may determine any such appeal.*
- (6) *Subsection (5) does not apply to a request to modify:*
 - (a) *an approval granted by or as directed by the Court on appeal, or*
 - (b) *a determination made by the Minister under Division 3 in connection with the approval of a concept plan.*
- (7) *This section does not limit the circumstances in which the Minister may modify a determination made by the Minister under Division 3 in connection with the approval of a concept plan.*

Therefore, pursuant to Section 75W, this application for modification is submitted to the Secretary (previously known as the Director General) prior to determination by the Minister.

4 Site Context

4.1 Location

The Yennora Distribution Centre is located at 14-54 Dennistoun Avenue, Yennora, in the Holroyd Local Government Area (LGA) and forms part of the larger Smithfield - Yennora Industrial Area. The site is also known as Lot 21 DP1171076.

Figure 2 is a location plan of the Yennora Distribution Centre site.



Figure 2 The site location

A partial site survey of the Western Precinct is included at **Appendix 4** to this report. The Yennora Distribution Centre (excluding the area now occupied by Building 10¹) is approximately 68 hectares in area and occupies the bulk of the block bound by Loftus Road, Boola Avenue/Military Road, Byron Road, Dennistoun Avenue, Fairfield Road, Dursley Road and Pine Road. The western portion of this block is occupied by a Woolworths distribution centre.

4.2 Site Description

The site is divided into two portions by the railway siding which enters the site via a level crossing on Boola Avenue/Military Road on the south-eastern corner of the site. This siding then splits into two tracks which run parallel to each other. One track runs close to the southern boundary of the site and the other (being the main siding track) bisects the site. As noted in **Section 2** of this report, there are currently 9 buildings on the site, including Building 10. The location of these buildings is shown in the aerial photograph at **Figure 1**. The buildings have been identified with the Building Nos. as they are identified on the site, not as they appear on the approved master plan. The comparison between the Building Nos. as they are identified on site and the approved master plan is provided in **Table 2** in **Section 2**.

The largest building on the site is the building identified as Building 1 and 7. The total floor area of this building is approximately 182,900m². Buildings 2 and 3 are to the west of this building and have total floor areas of approximately 43,400m² and 9,200m² respectively. Buildings 4, 5 and 6 are located to the south of the main railway siding. These buildings have floor areas of approximately 14,400m², 13,000m² and 17,700m² respectively.

¹ Building 10 which was not part of the original master plan has a gross floor area of just over 11,000m²

4 Site Context

Building 8B, which was approved as part of the 2002 DA has been constructed. This building has a GFA of just over 8,000m².

An acoustic wall has been provided along much of the Dennistoun Avenue frontage of the site and to the west of the site of proposed Building 8A (formerly the site of Building 9 on the approved master plan) and existing Building 8B.

That part of the site to the west of the acoustic wall contains an endangered ecological community (EEC) – Cooks River Clay Plain Scrub Forest. This area was set aside in the master plan scheme as a conservation area and no works are proposed within this area.

The detention basin that was approved under DA 264-09-01 is to the immediate west of the acoustic wall, between the wall and the EEC. A stormwater drainage line has been constructed to the west of the acoustic wall.

The building works the subject of this application for modification are located in the Western Precinct of the site. The aerial photograph at **Figure 3** shows the area of the works. The location of buildings in the vicinity of the Western Precinct is included on the aerial photograph. The location of the EEC and detention basin are also apparent in this aerial photograph.



Figure 3 Aerial photograph / Survey of the site

Figure 4 is an aerial photograph of the site and surrounds showing the locations from which the photographs at **Figures 5 – 15** were taken.

4 Site Context



Figure 4 Aerial Photograph showing photo locations and direction

4 Site Context



Figure 5 Looking east towards Boola Avenue/Military level crossing



Figure 6 Looking west along railway siding. Building 1 is on the right



Figure 7 Looking north towards Gate 2

4 Site Context



Figure 8 View of site of proposed Building 8A. Building 2 in the background



Figure 9 Existing mound to be removed to make way for proposed Building 8A



Figure 10 Looking west towards Building 8B and existing acoustic fence

4 Site Context



Figure 11 Existing acoustic fence to rear (west) of Building 8B



Figure 12 Looking south along access way between Buildings 2 and 3



Figure 13 Looking north along access way between Buildings 2 and 3

4 Site Context



Figure 14 Looking east towards existing acoustic wall from Dennistoun Avenue



Figure 15 Looking east along Dennistoun Avenue

4.3 Surrounds

As shown on the aerial photograph at **Figure 1**, to the north and north east of the site is low density residential development, whilst to the immediate east is industrial development.

To the south and west there is also industrial development associated with the Yennora and Smithfield industrial areas.

4.4 Surrounding Road Network

The road network immediately adjoining the site comprises local industrial and residential streets. The main access routes for heavy vehicles to and from the site are via Fairfield Street (north and south), Pine Road and, to a lesser extent, Fowler Road. Fairfield Street connects south via Polding Street to The Horsley Drive at a signal controlled intersection. The Horsley Drive provides connections west to the Cumberland Highway and Wallgrove Road and south east to the Hume Highway.

Fairfield Street connects with Woodpark Road to the north at a signalised intersection and Woodpark Road connects west to the Cumberland Highway at a signalised intersection.

4 Site Context

The site connects to Fairfield Street via Dennistoun Avenue and Dursley Road. The intersection of Fairfield Street and Dennistoun Avenue is a sign controlled T-junction.

Pine Road crosses the main rail line at a level crossing and then connects south to Fairfield Street.

The main heavy vehicle access to the site is via Gate 1 (from Loftus Road) and Gate 3 (from Byron Road). The majority of vehicles approach these gates from the west and south respectively. Both Gate 1 and Gate 3 operate 24 hours per day/7 days per week.

Traffic management devices installed as part of the master plan provisions prohibit heavy vehicles entering the site from the north (along Byron Road) and exiting the site to the north. All turns from Gate 3 are restricted to right hand turns only (to the south) for heavy vehicles.

Gate 2 is restricted to use by passenger vehicles (and vehicles under 3m in height). Entry/exit via Gate 2 is restricted to the hours of 6am to 6pm.

5 Proposed Modifications to DA 264-09-01

5.1 Proposed Works – Western Precinct

The building works proposed to be undertaken to modify the approved master plan are wholly located within that part of the site known as the Western Precinct.

The proposed works include:

- Demolition of existing Building 3;
- Removal of the existing earth mound and levelling of the site;
- Construction of new Building 3, including associated office space and car parking. The replacement Building 3 will comprise 12,500m² of warehouse space and approximately 1,000m² of associated office space. The dock area associated with Building 3 will be located on the southern side of the building.
- Construction of new Building 8A in the location of the area previously identified as, being occupied by Building 9 on the approved master plan, including associated office space and car parking. Building 8A will comprise 8,500m² of warehouse space and 600m² of associated office space. The dock area associated with Building 8A will be located on the western side of the building.

Car parking will be provided for each of these buildings as follows:

- 96 spaces in conjunction with Building 3 (including 4 accessible spaces); and
- 88 spaces in conjunction with Building 8A (including 2 accessible spaces).

New landscaping will be provided in conjunction with the car parking areas.

All new work will be connected to the existing stormwater drainage infrastructure.

New road/access ways and hardstand areas will be provided in conjunction with Building 8A and these roads will link with the existing internal road network.

No alteration to the existing acoustic fencing in the vicinity of the Western Precinct is proposed.

The changes to the buildings in the Western Precinct are detailed in **Table 3** below and are illustrated in the architectural plans at **Appendix 5** to this report:

Building Description (as per 2002 Masterplan)	DA Consent 2002 GFA (m2)	Existing GFA (m2)	Proposed GFA (m2)	Comment
Building 3	9,241	9,241	13,500	To be redeveloped as part of this modification application
Building 8A	8,060	0	8,060	To be renumbered to 8C . This building will be subject to a separate application.
Building 8B	8,000	8,038	8,038	Existing building. Will remain unchanged.
Building 9	8,800	0	9,100	To be constructed as part of this modification application and renumbered to 8A
TOTAL	34,101	17,279	38,698	
Net increase in GFA			4,597	DA Consent 2002 v's Proposed 2015

5 Proposed Modifications to DA 264-09-01

Table 3 indicates that:

- The total GFA of **Building 3** as it currently exists is 9,241m². Of this, 364m² is occupied as ancillary office space and the remaining 8,877m² is used as warehouse GFA.
- The proposed redevelopment of Building 3 will result in an increase in the GFA of that building (from that which currently exists on site) by almost 4,260m².
- 12,500m² of the proposed floorspace will be provided as warehouse space and there will be 1,000m² of associated office floorspace.
- The building identified on the 2002 master plan as Building 8A will be renamed as **Building 8C**. The floorspace of this building will remain the same as that shown on the master plan – 8,060m².
- **Building 8B** has been constructed and this building has a GFA of 8,038m². No change to Building 8B is proposed as part of this application for modification.
- The building shown as Building 9 on the master plan is now proposed to be known as **Building 8A**. This building is proposed to be constructed as part of this modification application and will have a total GFA of 9,100m² comprising 8,500m² of warehouse floorspace and 600m² of associated office floorspace.
- The total additional GFA (warehouse and office) proposed as part of this modification application (and including the additional 38m² provided in Building 8B) is 4,597m².
- The master plan did not differentiate between warehouse and office floorspace. Assuming at least 7% of the floorspace of Building 9, as it appeared on the master plan, (now proposed Building 8A) would have been occupied as office space, it is estimated that around 600m² of the 8800m² of what was Building 9 was assessed as office space, meaning the warehouse GFA component of this building was 8200m².
- Excluding the additional 38m² that was provided in Building 8B (the difference between the master plan and Building 8B as it exists today), of the 4,559m² of additional GFA that will be provided as a result of this modification:
 - 3,923m² will comprise warehouse floorspace; and
 - 636m² will comprise ancillary office space.

5.2 Proposed Modifications to Consent issued for DA 264-09-01 (as modified)

In view of the modifications to the development in the Western Precinct of the Yennora Distribution Centre and the proposed increase in train movements, the consent issued in relation to DA264-09-01 will be required to be modified.

For ease of comparison, we have provided a copy of the original consent conditions with the modifications being sought provided as track changes to those conditions. A copy of the modified, marked up consent is included at **Appendix 6** to this report. An electronic MS Word version of the conditions (as amended) will also be provided.

As previously discussed, there have been a number of amendments to the approved development in the period since the consent was issued in 2002. It does not appear that these amendments resulted in modification of any of the conditions of the consent issued on 2 April 2002. The modifications to the conditions as noted in **Appendix 6** are modifications to the original consent conditions.

5 Proposed Modifications to DA 264-09-01

5.3 Consistency with Original Approval

A comparison of the approved master plan (**Appendix 2**) as it relates to the Western Precinct and the modifications as illustrated in the architectural plans at **Appendix 5** demonstrates that there is minimal difference between the two with respect to the position of the various buildings in this precinct.

The master plan indicated that the loading dock facilities for Building 9 (as per the approved layout) were located on the southern elevation of that building however the footprint of that building (as an L-shaped building) was not conducive to efficient warehouse operations. Therefore, as part of this modification, the footprint of the building in the location of Building 9 (now identified as Building 8A) has been regularised and the loading/unloading facilities repositioned to the western elevation which will allow for more efficient and convenient internal traffic management. The relocation of the loading dock facilities for this building is addressed in the revised acoustic assessment, a copy of which is included at **Appendix 7** to this report.

The proposed modifications to the buildings in the Western Precinct is considered to be generally consistent with the approved master plan.

6 Strategic Policies

6.1 NSW State Plan

In September 2011, NSW Government released NSW 2021. NSW 2021 replaces the State Plan as the NSW Government's strategic business plan, setting priorities for action and guiding resource allocation.

NSW 2021 is a 10 year plan has been based around 5 strategies: rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen our local environment and communities.

The proposed modification to the Yennora Distribution Centre to provide additional warehouse floorspace in accordance with the approved master plan will assist in achieving these goals by:

- Increasing job opportunities – It is envisaged that a minimum of 134 persons will be directly employed on site as a result of the redevelopment of Building 3 and the construction of Building 8A. An estimated 40-50 persons will be employed per day during construction of these buildings which is anticipated to occur over a 7 -8 month period.
- Utilising important infrastructure that services the site.
- Ensuring the facilities that will be provided are of a standard that will attract quality tenants and operators.

6.2 A Plan for Growing Sydney

A Plan for Growing Sydney (the Sydney metropolitan strategy) was released in December 2014 and is the NSW Government's 20-year plan for the Sydney Metropolitan Area. It provides direction for Sydney's productivity, environmental management, and liveability; and for the location of housing, employment, infrastructure and open space.

The vision for Sydney is that it is a strong global city which is a great place to live. This vision is supported by four goals:

Goal 1: A competitive economy with world-class services and transport

Goal 2: A city of housing choice with homes that meet our needs and lifestyles

Goal 3: A great place to live with communities that are strong, healthy and well connected

Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The three planning principles that will guide how Sydney grows are:

Principle 1: Increasing housing choice around all centres through urban renewal in established areas

Principle 2: Stronger economic development in strategic centres and transport gateways

Principle 3: Connecting centres with a networked transport system

The proposed modification will support Principles 2 and 3 and assist in achieving Goals 1 and 4.

The site is within the **West Central subregion**. The site is identified on the plan for the West Central subregion as the Yennora Intermodal Terminal however there are no specific provisions relating to the site.

One of the priorities for the West Central subregion is to work with councils to identify and protect strategically important industrial zoned land and develop strategies to support the ongoing development of the Western Sydney Employment Area.

6 Strategic Policies

The modification demonstrates that Stockland is committed to improving and enhancing the facilities at the Yennora Distribution Centre which will have positive outcomes in terms of employment growth in the subregion.

7 Environmental Planning Assessment

This section provides an environmental assessment of the proposed development.

7.1 Infrastructure SEPP

Traffic Generation (Clause 104 & Schedule 3)

A traffic report for the proposed modification has been prepared by Colston Budd Hunt and Kafes (CBHK) and a copy of this is provided at **Appendix 8** to this report. The traffic consultant has assessed the increase in traffic generation as a result of the modification to be in the order of 5 to 10 vehicles per hour two way on the surrounding road network.

Given the relatively modest increase in floorspace (above that already approved), the traffic consultant has concluded that the minor increase would have no noticeable effects on the surrounding road network.

Clause 104 of the Infrastructure SEPP relates to traffic generating development and includes concurrence provisions for certain traffic generating developments.

Schedule 3 of the SEPP identifies the traffic and parking threshold triggers for certain developments. Although development for freight intermodal facilities and freight terminals of any size or capacity require referral to RMS, given that this is an existing facility and the modifications only amount to a minor increase in traffic generation, in this instance referral to RMS in accordance with Clause 104 of the SEPP is not considered necessary.

7.2 SEPP 55 – Remediation of Land

SEPP 55 relates to remediation of contaminated land and requires, amongst other things, investigations to be undertaken as part of the development assessment process, to determine whether the subject land is likely to be contaminated and if so, what remediation work is required.

The State Government publication *Managing Land Contamination: Planning Guidelines* sets out the process for consideration of land contamination. Based on an initial consideration of known historical land uses, the guidelines may require, in certain circumstances, one or more of the following steps:

- A Preliminary Investigation – where contamination is likely to be an issue;
- A Detailed Investigation – where a Preliminary Investigation highlights the need for further detailed investigations or where it is known that the land is likely to be contaminated and/or that the proposed use would increase the risk of contamination;
- A Remedial Action Plan (RAP) – to set the objectives and process for remediation;
- Validation and Monitoring – to demonstrate that the objectives of the RAP and any conditions of development consent have been met.

The area in which Building 8A is proposed to be located is currently occupied by a large earthen mound – refer **Figure 9**.

Given that the soil within the mound will be required to be removed to provide for the construction of Building 8A, a preliminary assessment has been undertaken by Douglas Partners and a copy of their assessment is included at **Appendix 9** to this report.

Subsequent to the assessment by Douglas Partners, P. Clifton & Associates also undertook an assessment of the stockpile and a copy of their advice is also included at **Appendix 9**.

As part of their assessment, Douglas Partners reviewed previous aerial photographs of the site. Those photographs indicate that the footprints of Buildings 8B and (possibly) Building 9 (as it currently exists on site) were originally undisturbed land with dense vegetation coverage. Based on the 2006 and 2007 aerial images, it is presumed that topsoil, natural clay and shale was removed from the construction sites for these buildings and formed the base of the

7 Environmental Planning Assessment

mound in 2007. It appears, however, that since then the mound has been used to stockpile spoil and various construction and demolition waste from the site.

The area of the existing mound is approximately 7500 m² and the estimated height of the mound varies from a minimum of 2m in the southern portion of the mound to a maximum of 6m – 7m in the northern central portion of the mound, with an average height of about 4.5m. The estimated volume of the mound is, therefore, approximately 15,000 m³.

The Clifton assessment identified that the stockpile contains excavated spoil taken from various locations within the site over the past 10 years or so with a small amount of soil and demolition material that is from unknown sources.

Clifton undertook a thorough inspection of the surface of the stockpile and removed any asbestos fragments. A total of nine fragments were identified and removed. The remaining test locations yielded a classification of General Solid Waste (GSW) subject to confirmation. The Clifton report also recommended that a soil management process be implemented.

As recommended by Douglas Partners and Phil Clifton, the following action will take place to confirm the waste classification prior to removal of material;

- Separate the mound into manageable portions and individually sample, test and classify each portion in accordance with the waste guidelines. A minimum of three samples per portion of size is recommended for the waste classification process. An environmental Scientist should observe the formation of each portion so as to increase the potential of detecting and to reduce the effects of mixing potentially better materials with obvious contaminated material.
- Dispose of the portion in accordance with the waste classification.

Works associated with site preparation involving the removal of the earthen mound will be undertaken in accordance with the recommendations of the Douglas Partners report and Clifton assessment as detailed in the Construction Management Plan (CMP) attached at **Appendix 14** to this report. As recommended in the CMP, clearing and earthworks will be managed by the implementation of an unexpected finds protocol which details how any issues of concern are to be managed.

7.3 SEPP 64 – Advertising and Signage

SEPP 64 relates to all forms of advertising signage. The objectives of the SEPP are:

to ensure that signage (including advertising):

- (i) is compatible with the desired amenity and visual character of an area, and*
- (ii) provides effective communication in suitable locations, and*
- (iii) is of high quality design and finish*

The modification includes signage zones on Buildings 3 and 8A into which building identification signs will be installed once the tenants of the buildings are known. The location of these signage zones are shown on the modified architectural plans included at **Appendix 5** to this report.

The proposed signage will be defined as building identification signage and is therefore not subject to the provisions of Part 3 of SEPP 64. Building identification signs require consent in the IN1 zone which applies to the subject site in accordance with the land use table in Part 2 of Holroyd LEP 2013.

Table 4 is an assessment of the signage zones against the provisions of Schedule 1 of SEPP 64. The signage is consistent with the relevant provisions of Schedule 1.

7 Environmental Planning Assessment

Table 4 Assessment Criteria listed in Schedule 1 of SEPP 64

Criteria	Assessment	Compliance
1. Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The signage will identify the tenant of the building to which the sign is attached. This is consistent with other building identification signage throughout the Yennora Distribution Centre.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	See above	Yes
2. Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	Adjoining the site to the west is an area of endangered ecological community. The building identification signs will not impact on that area.	Yes
3. Views and vistas		
Does the proposal obscure or compromise important views?	No views will be affected as a result of the signage.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	The signs will be attached to the fascia of the office components of the buildings. They will not extend above the roof line.	Yes
Does the proposal respect the viewing rights of other advertisers?	No other signage will be obscured as a result of the proposed building identification signs.	Yes
4. Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	Compared to the buildings to which they are proposed to be attached, the signs are very modest in size.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The purpose of the signage is to identify the tenant of the building to which it is attached. These signs will not replace other signage.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The signage will not be readily visible from the public domain.	Yes
Does the proposal screen unsightliness?	The signs will not screen unsightliness.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signs will be attached to the fascia of the office components of the buildings. They will not extend above the roof line.	Yes
Does the proposal require ongoing vegetation management?	There are no trees or other vegetation in the vicinity of the signs.	Yes
5. Site and building		

7 Environmental Planning Assessment

Table 4 Assessment Criteria listed in Schedule 1 of SEPP 64

Criteria	Assessment	Compliance
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	Compared to the buildings to which they are proposed to be attached, the signs are very modest in size.	Yes
Does the proposal respect important features of the site or building, or both?	The signs are proposed to be attached to the fascia of new industrial buildings. There are no important features on these buildings.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	Given that the signs are to be provided expressly for the purpose of building identification, there is no need for them to show innovation.	Yes
6. Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	No safety devices, platforms, lighting devices or logos are required.	Yes
7. Illumination		
Would illumination result in unacceptable glare?	The signs are not proposed to be illuminated.	Yes
Would illumination affect safety for pedestrians, vehicles or aircraft?		Yes
Would illumination detract from the amenity of any residence or other form of accommodation?		Yes
Can the intensity of the illumination be adjusted, if necessary?		Yes
Is the illumination subject to a curfew?		Yes
8. Safety		
Would the proposal reduce the safety for any public road?	The signage will not be readily visible from the public domain.	Yes
Would the proposal reduce the safety for pedestrians or bicyclists?		Yes
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?		Yes

7 Environmental Planning Assessment

7.4 Holroyd LEP 2013

The site is zoned IN1 General Industrial and E2 Environmental Conservation under Holroyd Local Environmental Plan 2013 (Holroyd LEP 2013). **Figure 16** below is an extract from the land use map as it applies to the site.

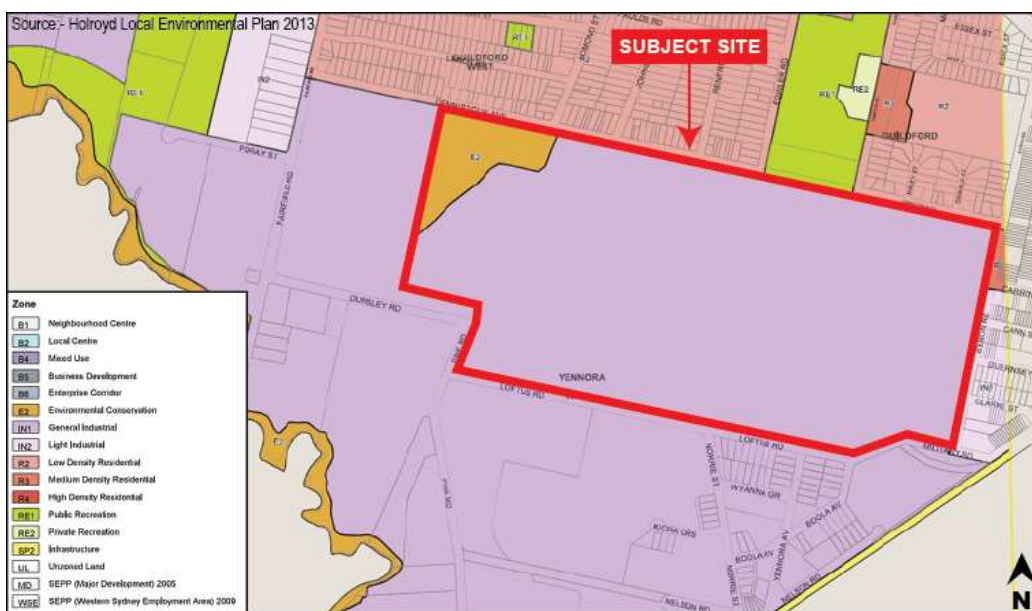


Figure 16 Zoning Plan Extract – Holroyd LEP 2013

Development for the purpose of *warehouse or distribution centres* is permissible in the IN1 zone with consent. Warehouse or distribution centres are defined in Holroyd LEP 2013 as follows:

warehouse or distribution centre means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made.

It is considered that the use of Buildings 8A and 3 will be consistent with this definition.

The development that will be provided as a result of the modification will be consistent with the objectives of the IN1 zone, in that:

- It will increase the quantum of warehouse floorspace in an area already well serviced by a variety of transport facilities.
- The development can be undertaken with minimal impacts.
- The development will provide increased employment opportunities both on going and during construction.

The site is not subject to height of building or floor space ratio controls nor are there any heritage items on the site or in the vicinity of the site.

7 Environmental Planning Assessment

The north eastern corner of the site is identified as having remnant native vegetation – **Figure 17**. Given that the works to which this modification application applies are within the Western Precinct, no impact on this vegetation will occur. Therefore the provisions of **Clause 6.5** of the LEP are not required to be addressed.

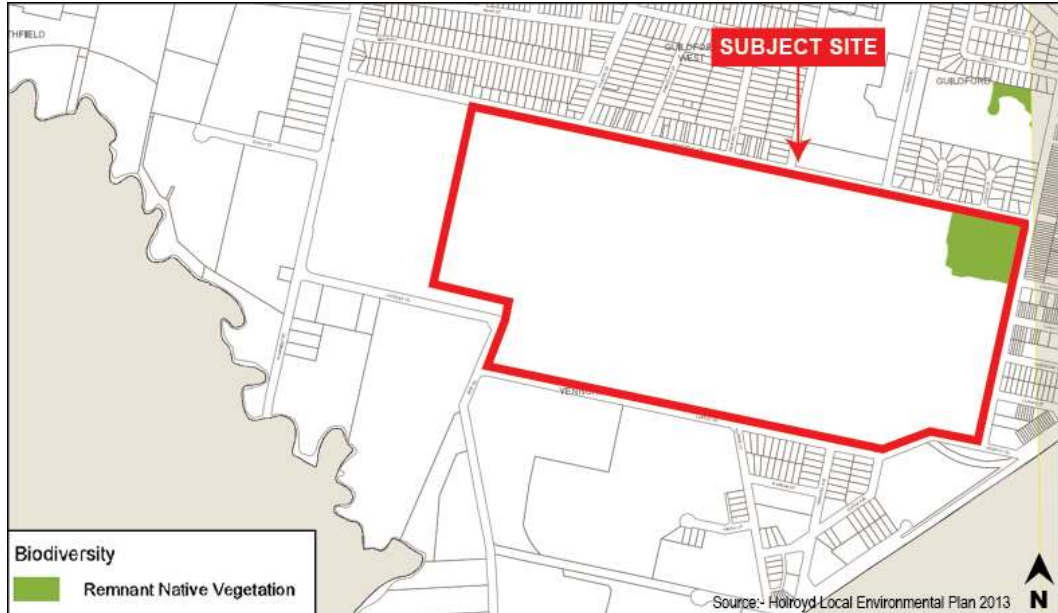


Figure 17 Extract from Holroyd LEP 2013 – Biodiversity Map

The LEP salinity map identifies the site as having moderate salinity potential. **Clause 6.8** of Holroyd LEP 2013 requires the consent authority to take into account the following prior to determining an application on land identified as having salinity potential:

- (a) *whether the development is likely to have any adverse impact on salinity processes on the land,*
- (b) *whether salinity is likely to have an impact on the development,*
- (c) *any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

Given that the majority of the site is already developed (and the site to be occupied by Building 3 is already developed) it is considered that the risk of salinity on the site is minimal. It is noted that the pre lodgement minutes provided by Holroyd Council do not require any specific information to be provided in relation to salinity, nor does the DA checklist for major development identify the need for a salinity assessment. Notwithstanding, Douglas Partners has undertaken an assessment of the risk of salinity in the vicinity of the proposed development and a copy of that advice is included at **Appendix 16** to this report. That advice indicates that any minor salinity impacts can be managed through adequate surface and near surface drainage and ground surface grading.

Clause 5.9 relates to the preservation of trees and vegetation. The redevelopment of Building 3 and the construction of the access road around Building 8A will result in the loss of 45 trees. The removal of these trees is addressed in Section 7.2.4 of this report.

Clause 6.2 relates to earthworks. Bulk earthworks will be required to prepare the site for the construction of Building 8A. This relates mainly to the removal of the earthen mound discussed in Section 6.1.2 above. A bulk earthworks plan has been prepared and is included at **Appendix 11** to this report.

7 Environmental Planning Assessment

Clause 6.4 relates to flood planning. Holroyd Council has advised that the site is identified on their mapping as a flood control lot. Flooding has been addressed in detail in Section 7.2.1 of this report. A report which addresses flooding in relation to the proposed development is included at **Appendix 11** to this report.

Clause 6.7 relates to stormwater management. Detailed stormwater management plans have been prepared and are included at **Appendix 11** to this report. Stormwater management is addressed in detail in Section 7.2.1 of this report.

The site is not identified as being “Industrial-residential buffer area” on the Site Specific Provisions LEP map and therefore the site and development are not subject to the provisions of **Clause 6.9**.

It is considered that the modifications to the Yennora Distribution Centre comply with the relevant provisions of Holroyd LEP 2013.

7.5 Holroyd DCP 2013

Holroyd Development Control Plan (DCP) 2013 came into effect on 5 August 2013. Although the original master plan was not assessed under the provisions of DCP 2013, the modifications the subject of this application have been considered having regard to the current DCP.

Part A – General Controls

Part A of the DCP identifies general controls relating to development. Relevant to the development the subject of this application for modification are the following controls:

- Roads and Access
- Car Parking
- Trees and Landscape Works
- Biodiversity
- Soil Management
- Stormwater Management
- Flooding

Each of these is addressed in detail in Sections 7.2 and 7.3 of this report.

Chapter 9 of Part D – Yennora Distribution Park

Chapter 9 of Part D of DCP 2013 relates specifically to the subject site. Many of the issues and development controls detailed in this section relate to the original master plan for the site however each of the controls is addressed below in relation to this modification. An assessment of the proposed modification against the provisions detailed in Chapter 9 of Part D of the DCP is provided below.

Section 9.1 Building Form

An assessment of proposed Buildings 3 and 8A against the provisions of the Building Code of Australia (BCA) has been undertaken by Blackett Maguire & Goldsmith (BM+G). A copy of the BCA Assessment Report is included at **Appendix 13** to this report.

The BCA Assessment concludes that proposed Buildings 3 and 8A either comply or are capable of complying with the relevant provisions of the BCA.

A schedule of the external finishes of the buildings is included as part of the architectural plans at **Appendix 5**.

7 Environmental Planning Assessment

Section 9.2 Building Setbacks

Proposed Building 8A is setback approximately 110m from the Dennistoun Avenue frontage. The continuation of the access road to the north of Building 2 to the west will have a minimum setback of 30.5m and therefore complies the DCP minimum setback requirement of 30.48m.

Section 9.3 Fire Safety

An assessment of the development and buildings against the relevant fire safety provisions of the BCA is included in the BCA Assessment at **Appendix 13**. That report concludes that the development is capable of compliance with the relevant provisions.

At present the exact nature of the operations for Buildings 3 and 8A is not known as the buildings have not yet been leased however they will be used for warehousing activities and the BCA assessment has been conducted on that premise.

Section 9.4 Vehicle Access

All existing vehicular accesses have been designed in accordance with the provisions of Clause 9.4 of the DCP and all accesses operate in accordance with these provisions. No variation to the existing access arrangements for the site is proposed as part of this application for modification.

The Traffic Management Plan for the Yennora Distribution Centre will be updated prior to occupation of Buildings 3 and 8A (once the nature of the warehousing activities to be conducted in these buildings is known) to take into consideration the traffic movements associated with the use of these buildings in conjunction with the existing development in the Yennora Distribution Centre.

Section 9.5 Car Parking

There is some confusion in the DCP as to the relevant provisions to apply with respect to the calculation of car parking. Control C1 indicates that car parking for warehousing and non-warehousing and distribution related activities is to be provided in accordance with the parking section in Part A of the DCP. However, the Note to the Industrial section of Table 3.1 (in Section 3 (Car Parking) of Part A of the DCP), states the following:

Note: The above figures do not apply to Yennora Distribution Centre– see Part D

Notwithstanding, car parking for the net increase in warehouse and office floorspace that will occur as a result of the modification has been assessed on the basis of the rates in Table 3.1.

The Traffic Report (**Appendix 8**) notes that the proposed development (including the additional 38m² of warehouse floorspace that is provided in existing Building 8B) will result in a net increase of 3,961m² of warehouse floorspace and 636m² of office floorspace which will require an additional 29 car parking spaces. As part of the development within the Western Precinct, an additional 90 car parking spaces will be provided which more than satisfies this requirement.

Section 9.6 Amenity

Control C2 in Section 9.6 of Part D of the DCP references Section 3.3 of Part D of the DCP. As there is no Section 3.3 we have taken this to be a reference to Section 2.3 which relates to amenity impacts on nearby and adjoining zones.

It is considered that the development the subject of this modification application satisfies the relevant controls as detailed in Section 2.3 in that:

- The new buildings will not result in the loss of views from adjoining residential areas.
- There will be no adverse overshadowing impacts.
- Appropriate buffers, in the form of large setbacks, landscaping and acoustic treatments, have been provided to nearby residential areas.

7 Environmental Planning Assessment

- An acoustic assessment addressing the potential noise that could be generated by activities associated with the use of Buildings 3 and 8A has been prepared. Acoustic impacts are addressed in detail in Section 7.3.2 of this report.

Section 9.7 Landscaping

Existing boundary landscaping will not be impacted as a result of the development associated with this modification.

The plans at **Appendix 5** to this report detail the landscaping that will be provided within the car parking areas that will be provided for Buildings 3 and 8A.

Section 9.8 Remnant Vegetation

Existing remnant vegetation will not be impacted as a result of the development associated with this modification. The area identified as Area B on the plan at Appendix 1 to Section 9 of Part D of the DCP is to the west of the existing onsite detention (OSD) basin and acoustic wall.

Section 9.9 Stormwater Management

As demonstrated in the stormwater plans and report at **Appendix 11** to this report, the drainage associated with the development to which this modification application applies can be managed without adverse impacts. Detailed discussion regarding stormwater management and flooding is provided in Section 7.2.1 of this report.

9.10 Infrastructure and Services

All essential services are currently available to the site and the proposed buildings will be connected to these services.

All new internal access ways to be provided on site in order to service Buildings 3 and 8A will be constructed in accordance with the appropriate standards for industrial roads.

Site preparation works are limited to the removal of an existing earthen mound and levelling of the area in which Building 8A will be located. A bulk earthworks plan dealing with the earthen mound has been prepared and a copy of this is included at **Appendix 10** to this report.

The construction management plan (CMP) at **Appendix 14** to this report details how construction will be managed to ensure existing operations on site can continue with minimal disruption.

9.11 Site Contamination and Land Filling

No filling of the area in which the works associated with this modification application are located is required.

A Phase 1 Contamination Assessment of the existing earthen mound has been undertaken. Options for the removal of the materials in the mound is addressed in Section 7.1.2 of this report and the Contamination Assessment at **Appendix 9**.

9.12 Railway Infrastructure

The Secretary recently approved an increase in the number of train movements from 10 movements per day to 14 per day.

Existing train movements occur outside the hours specified in Control C2 of Section 9.12. This is proposed to continue.

7 Environmental Planning Assessment

7.6 AS 2601 – Demolition of Structures

Clause 92 of the EP&A Regulation designates AS 2601-1991: *The Demolition of Structures* as a prescribed matter for consideration in the determination of a development application.

All demolition work will be carried out in accordance with AS 2601. Further details on demolition practices, identification and management of hazardous substances and recycling of materials will be provided in the form of a Work Plan and a Hazardous Substances Audit and Management Plan in accordance with AS 2601 with an application for a construction certificate.

7.7 Natural Environment Impacts

7.7.1 Flooding & Stormwater Management

Holroyd Council has advised that the site is identified as a flood control lot on Council's mapping. **Figures 18** and **19** are extracts from Council's flood mapping as they relate to the site.

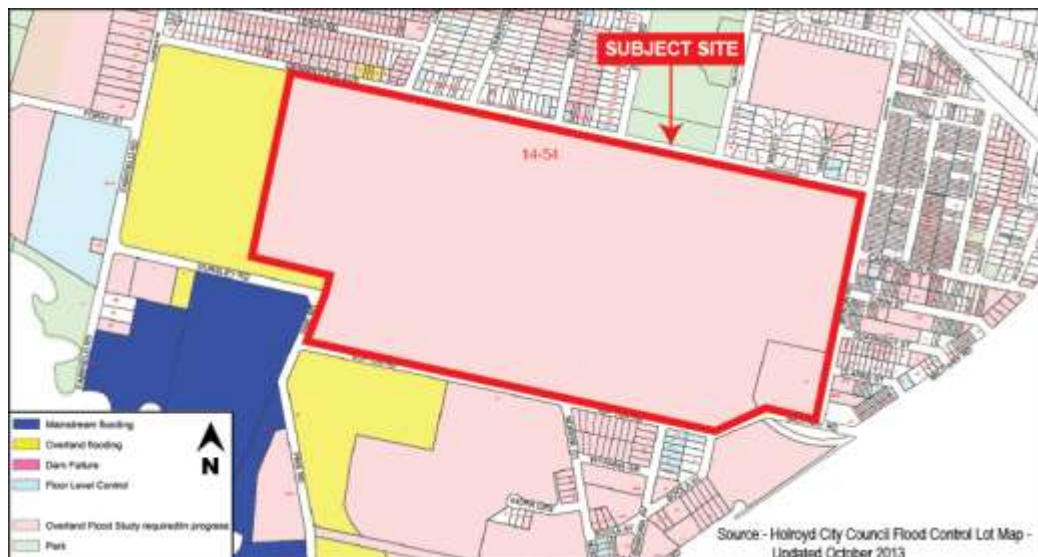


Figure 18 Extract from Holroyd Council's Map 1 – Flood Control Lot Map (3 October 2013)

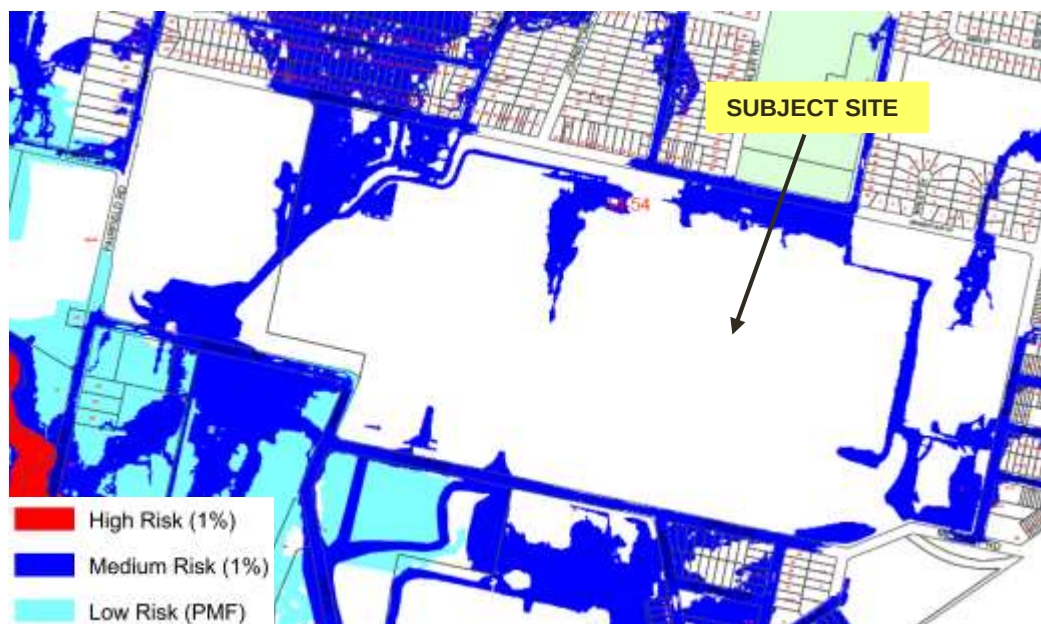


Figure 19 Extract from Holroyd Council's Map 5 – Flood Risk Precincts Map (19 July 2013)

7 Environmental Planning Assessment

We note that the flood affectation of the site and the area generally is currently under investigation by Council.

Attached at **Appendix 11** to this report are the following:

- A brief report which addresses the main issues raised in Section 9 of the pre lodgement minutes provided by Holroyd Council (refer **Appendix 3**).
- A copy of the flood management plans and approved stormwater management plans that were prepared as part of the Environmental Management Plan for the site (as required by Condition 46 of the master plan approval.
- Stormwater management plans for the development the subject of this modification application.
- Catchment and swale calculations.

As detailed in the Richmond + Ross response to the issues raised by Holroyd Council:

- The existing Council approved stormwater management plan from 2002 has been implemented to protect the existing and proposed buildings from the 1% AEP Flood Event. Those works were approved and constructed over 10 years ago. The works included interception pits, new swale drains, new OSD basins and underground diversion pipes to protect the whole of the site from overland flows and site generated flows.
- Based on previous flood assessments, the 1% AEP water level in the adjacent drainage paths is 18.70m AHD in the swale and 19.14m AHD in the existing creek, with no potential to flow into the development area due to existing mounds and walls. A floor level of 19.50m AHD has been adopted for the approved development in this area which is greater than 500mm above 18.70m AHD.
- No changes to the existing fences within the overland flow area are proposed.
- Section 8 of Part A of the DCP 2013 relates to flooding. In this case, flooding is contained behind mounds and walls separating flood prone areas from the area in which the development will occur. The only part of the site at risk from the Probable Maximum Flood (PMF) is the flow into the interception/cut off swale. The flow into this drain is inlet controlled and as such the PMF will result in ponding behind the mound. It is not possible to overflow into the drain adjacent the proposed development.
- On site storm water detention and water quality has been addressed by existing control structures specified in the approved stormwater masterplan. The existing OSD basin has been sized and constructed, having regard to development as shown on the master plan, including the development as proposed in this modification application, with allowance for 100% impervious area in the proposed development areas. Stockland will provide 60KI in two storage tanks to collect rainwater from the roof of Building 8A. This runoff will be collected and used for toilet flushing.

In view of the above, it is considered that the development has been designed having due regard to the potential flood affectation of this part of the site and the proposed method of stormwater management is appropriate. Importantly, the existing stormwater management facilities provided on site have sufficient capacity to manage drainage that will occur as a result of the development to be provided as part of this modification application.

7.7.2 Water Quality - Soil and Sedimentation Management

Attached at **Appendix 12** to this report are erosion and sediment control plans which identify the measures to be installed prior to works commencing. Implementation of these measures will ensure the works will not impact on water quality. These measures will be maintained in situ until such time as the site works are completed and landscaping has become established.

7 Environmental Planning Assessment

7.7.3 Site works & Contamination

In order to prepare the site for the construction of proposed Building 8A, the existing earthen mound in this location will be required to be removed.

The materials in this mound have been subject to a Phase 1 Preliminary Contamination Assessment and a copy of that assessment is included at **Appendix 9** to this report.

As discussed in Section 7.1.2 of this report, the specialist consultant has provided three alternatives for the treatment of materials in the mound. The most appropriate methodology of managing the disposal of the mound material has not yet been determined. It is recommended that an appropriate condition be imposed requiring the applicant to undertake disposal in accordance with one of the three recommended options.

7.7.4 Vegetation removal

The works associated with the development proposed as part of this application for modification will result in the removal of 45 trees. An arborist has undertaken an assessment of the trees to be removed and a copy of that assessment is included at **Appendix 15** to this report.

The arborist report identifies that the forty five (45) are mainly small and insignificant trees on site. They are required to be removed as they are within the proposed development envelope for the proposed new warehouse or driveway.

The arborist has assessed the trees to be removed and has concluded that most are small and insignificant trees. The defects and symptoms of the trees are detailed in the arborist report.

Trees 46-52 and 68-72 are located within the area of remnant vegetation in the north-western corner of the site. This area contains Cooks River Clay Plain Scrub Forest which is an endangered ecological community (EEC). None of these trees are proposed to be removed.

7.8 Built Environment Impacts

7.8.1 Environmental Management Plan

Condition 46 of the master plan approval for DA 264-09-01 required an Environmental Management Plan (EMP) to be prepared for the development. Among other things, the EMP was required to include the following:

- Noise Management Plan
- Traffic and Transport Management Plan
- Stormwater Management Plan
- Vegetation Management Plan
- Landscape Management Plan
- Emergency Management Plan.

Where appropriate, and where required, the EMP and relevant accompanying reports and plans will be required to be updated to factor in the development proposed as part of this application for modification. The appropriate time for this to occur is once the tenants of the buildings is known and prior to occupation of those buildings.

7 Environmental Planning Assessment

7.8.2 Acoustic Impacts

The potential acoustic impacts of the development proposed as part of this modification application have been carefully considered. An acoustic assessment has been prepared by Atkins Acoustics and a copy of this report is included at **Appendix 7** to this report.

The acoustic assessment has had regard to the existing conditions of consent and in particular the target operational noise criteria as detailed in condition 11 of the master plan consent.

The acoustic assessment considered all new activities associated with the proposed modification together with the cumulative noise from the site.

Noise controls assumed and adopted in the modelling, included:

- Extension of forecourt canopy (Building 8A) to approx. 12m;
- Underside of canopy (Building 8A) no greater than 6m above finished forecourt level;
- Acoustic lining underside of canopy (Building 8A);
- Precast concrete panels up to 2400mm above finished floor level (Building 3 and 8A);
- Roof cladding (Building 3 and 8A) to incorporated insulation blanket and heavy duty thermofoil to achieve Rw 22 or greater;
- The existing acoustic walls to the north and west of Building 8A not less than 8.4m above driveway and finished floor level (Building 8A);
- Permanent mobile plant operated onsite to be fitted with low level or broad band 'quaker' reversing alarms.

A 15dB noise reduction has been factored in for activities are carried out inside the buildings and the buildings have been provided with some noise attenuation and the following assumptions were also made for the purposes of noise modelling:

- Noise from plant (trucks/forklifts) operating inside the buildings attenuated by 15dB;
- 4 truck movement/15 minutes and 4 forklifts operating external to Building 8A (under canopy); and
- 4 truck movement /15 minutes and 4 forklifts operating external to the southern side of Building 3.

Table 7 of the acoustic report shows the results of the noise predictions for activities associated with the redevelopment of Building 3 and the reconfiguration of new Building 8A (previously Building 9) as well as the increase in train movements from 10 to 14, together with activities associated with the increase in train movements and the cumulative noise from site activities.

Section 2.6 of the acoustic assessment specifies the measures and controls that may need to be implemented in order to satisfy the targets specified in condition 11. Until such time as the final tenant of these buildings and the nature of the activity is known, it is not possible to specify the exact nature of the measures that may be required to be implemented. Those measures relating to building construction and design (as noted above) have been included on the architectural plans but the operational measures and treatments to the existing acoustic wall may not be required if the activities satisfy the noise criteria targets for operational noise.

7.8.3 Traffic and Parking

The traffic and parking impacts of the development proposed as part of this modification application have been carefully considered. A traffic assessment has been prepared by CBHK and a copy of this report is included at **Appendix 8** to this report.

7 Environmental Planning Assessment

The traffic report has considered the following:

Traffic Generation:

As discussed in Section 7.1.1 of this report, the likely additional traffic generation as a result of the modification has been assessed as being in the order of 5 to 10 vehicles per hour two way on the surrounding road network.

Council's pre lodgement minutes indicate that referral of the application for modification to the Holroyd Local Traffic Committee (LTC) will be required. Given that the development will only result in a minimal increase in traffic movements it is considered that consideration of the proposal by the Holroyd LTC is not required or necessary.

Given the relatively modest increase in floorspace (above that already approved), the traffic consultant has concluded that the minor increases would have no noticeable effects on the surrounding road network.

Parking Provision:

Based on the car parking rates for warehousing and non-warehousing and distribution related activities as noted in Section in Part A of the DCP (notwithstanding that the Note to the Industrial section of Table 3.1 (in Section 3 (Car Parking) of Part A of the DCP, states that those rates do not apply to Yennora Distribution Centre) the traffic consultant has calculated that the additional floorspace that will be provided as a result of the modified development will require an additional 29 car parking spaces.

The original consent required the provision of 1,060 spaces on site. This was the car parking demand assessed as being required under the DCP that applied at that time (DCP No. 28 Yennora Distribution Park). That assessment was based on all existing development on the site at that time (being Buildings 1 – 6) and the buildings proposed as part of the master plan – being Buildings 7 (now known as Building 9), 8A (which will be subject to a future application), 8B (constructed and occupied) and 9 (proposed Building 8A as part of this modification application).

The car parking provided for Building 10 is in addition to the car parking for the remainder of the site as this building did not form part of the master plan approval.

As part of this modification, a total of 90 car parking spaces are proposed to be provided in conjunction with Building 8A. This car parking will more than satisfy the parking demand of 29 spaces that will be generated as a result of the modified development.

Access Arrangements:

The majority of the site is currently serviced by three access points:

- Gate 1 is located to the south and is accessed from Loftus Road. This gate is used by both heavy and light vehicles.
- Gate 2 is located to the north and is accessed from Dennistoun Avenue. This gate is only operational between the hours of 6am and 6pm and is only available for use by light vehicles with a height of less than 3m.
- Gate 3 is located to the east and is accessed from Byron Road. Traffic management devices in Byron Road restrict the use of the access by heavy vehicles to a left in/right out movement only.

A fourth access from Byron Road is provided to the car park servicing Building 9 (previously Building 7). The car park serviced by this access is not connected to the rest of the site.

No alteration to the location or operation of the existing accesses is proposed as part of this modification application.

7 Environmental Planning Assessment

Internal Circulation and Servicing:

As part of the proposed modifications, internal circulation roads within the western part of the site will be reconfigured to provide appropriate access to loading and car parking areas associated with the proposed and existing buildings located within the Western Precinct. Hardstand and loading facilities for Building 3 will be located on the southern side of the building, adjacent to the rail siding.

Loading facilities for Building 8A (formerly Building 9) will be located on the western side of the building.

The proposed hardstand and loading facilities for the two buildings will be designed to accommodate large rigid trucks and articulated vehicles. The loading docks will be designed to allow service vehicles to enter and leave the site in a forward direction. The proposed loading dock arrangements are considered appropriate and will be provided in accordance with the Australian Standard for Off-street commercial vehicle facilities (AS2890.2-2002).

The traffic consultant has assessed the proposed traffic circulation arrangements within the western part of the site, which essentially maintain the circulation via the main north-south and east-west circulation roads in accordance with the approved masterplan and considers these arrangement to be appropriate.

As previously discussed, the site is bisected by the railway siding with the bulk of development, including Buildings 3 and 8A, being located to the north of the siding. From a management perspective, if a train is in the siding the carriages are uncoupled and separated in the vicinity of the two crossings between the northern and southern sectors of the site, thus allowing trucks to access the northern sector whilst a train is on site. In this way there is only minimal disruption to the traffic circulation on site. This practice will continue to be implemented with the proposed increase in train movements.

The Traffic Management Plan for the site is updated as new tenants occupy the site. Therefore, prior to occupation of Buildings 3 and 8A the Traffic Management Plan for the site will be updated to factor in the arrangements for the tenants of these buildings.

Conclusion:

Overall, the traffic consultant found that:

- the proposed modification to the master plan for the Western Precinct would not result in an unsustainable increase in traffic generation;
- the minor increase in vehicles would have no noticeable effects on the surrounding road network; and
- the car parking provision is appropriate.

7.8.4 Construction Management

A CMP which addresses the matters for consideration identified in Condition 31 has been prepared and a copy is included at **Appendix 14** to this report.

The CMP at **Appendix 14** includes details regarding measures to mitigate impacts that might arise during construction as a result of noise, vibration, dust and air quality and traffic.

With respect to construction traffic management, all construction vehicles will be required to enter and exit the site in a forward direction via the Byron Road site access gate.

The peak activity in terms of traffic movements generated during the construction period will occur during concrete pours. It is estimated that during peak periods there will be up to two concrete pours per week and that each concrete pour will generate between 20 and 30 concrete trucks per day for large pours and 10 to 15 concrete trucks per day for moderate sized pours. This traffic generation translates to an average of 2 to 3 truck loads of concrete per hour or one truck delivery every 20 to 30 minutes over the day, for large pours.

7 Environmental Planning Assessment

At other times during the construction of the development, the number of trucks associated with the delivery of steel framed structures, formwork, blockwork and other construction materials, including the removal of waste bins, will be lower at some 10 trucks per day.

These are modest traffic flows. The surrounding road network and its intersections have been assessed as having sufficient capacity to manage the anticipated volumes of traffic that could be generated during demolition, excavation and construction of the development.

Condition 31 of Schedule 5 of the master plan approval identifies the matters to be considered as part of a Construction Management Plan (CMP) for development within the Western Precinct. This condition is proposed to be amended (see **Appendix 6**) to require demolition details to be included as part of the CMP. Condition 32 is proposed to be amended to restrict any work (demolition and construction) until the Director General (now Secretary) has approved the CMP. Further, the Specific Environmental Conditions for the Western Precinct as specified in Schedule 5 of the approval have been modified to address demolition as well as construction. An amended version of the approval detailing these changes is included at **Appendix 6** to this report.

7.8.5 Waste Management

Until such time as a building contractor is appointed to undertake the demolition of Building 3 and the construction of Buildings 3 and 8A, the most appropriate method of managing waste from these activities cannot be addressed. It is requested that prior to issue of a construction certification for these works, a detailed waste management plan which addresses the relevant provisions of Council's Waste Management Plan is prepared.

Similarly, until such time as the tenant of each building and the nature of their operation is known, it is not possible to address operational waste management. It is requested that prior to issue of occupation certifications for the buildings, a detailed waste management plan which addresses the relevant provisions of Council's Waste Management Plan is prepared.

7.9 Social and Economic Impacts

7.9.1 Employment

The replacement of Building 3 and the construction of Building 8A will result in both construction and ongoing employment opportunities.

During the construction phase, which is anticipated to occur over a 7 – 8 month period, it is estimated that between 40 -50 persons per day will be employed on site.

For the operational stage of the development, it is estimated that a minimum of 134 persons will be directly employed on site as a result of the redevelopment of Building 3 and the construction of Building 8A.

This does take into account the potential additional employment that could be provided in the other sectors associated with transportation of goods and materials.

7.9.2 Economic Impact

The redevelopment of Building 3 and the construction of Building 8A will have several positive economic impacts.

The works will provide for an expansion of an existing, established intermodal facility. These works are well located in terms of accessibility by both road and rail and demonstrate that Stockland is willing to make a substantial investment to improve the facilities at this major distribution centre.

There is a potential multiplier effect as a result of the additional employment that will be generated as a result of this development. The multiplier effect is in the form of additional expenditure being injected into the economy (as a result of the jobs created) and the additional indirect jobs that could be created as a result of this additional expenditure.

7 Environmental Planning Assessment

7.10 Suitability of the Site for Development

The site is considered suitable for the development as modified. The works provide for an expansion of an existing, established intermodal facility which is well located in terms of accessibility by both road and rail.

The works can be undertaken without adverse impacts on the surrounding built and natural environment.

The works will result in the removal of an existing earthen mound which is contaminated. Options for the removal of the materials in the mound have been provided but in all instances this work will result in the removal of this contaminated material which is appropriate.

The Environmental Management Plan for the Yennora Distribution Centre will be required to be updated to address the additional development in the Western Precinct. This can be undertaken once the tenants of the buildings and the nature of the activities to be undertaken in those buildings is known and prior to occupation of the buildings.

All essential services and infrastructure are available to the site and no augmentation of services is required.

7.11 Submissions

The proposed modification will be required to be publicly notified for a minimum period of 30 days in accordance with Clause 83 of the *Environmental Planning and Assessment Regulation 2000*.

The applicant has undertaken extensive consultations with Holroyd Council and this report has given due consideration to the matters raised by Council during the pre lodgement meeting and in the minutes of that meeting (**Appendix 3**).

7.12 Public Interest

The development the subject of this modification application can be undertaken without adverse impacts on the natural and built environments.

The works provide for an expansion of an existing, established intermodal facility which is well located in terms of accessibility by both road and rail.

Redevelopment of Building 3 and construction of Building 8A in accordance with the approved master plan will result in increased employment opportunities.

Therefore the proposed modification is not considered to be contrary to the public interest.

8 Conclusion

This report accompanies an application to NSW Department of Planning and Environment to modify the approval issued in relation to DA 264-09-01 for the redevelopment and use of the Yennora Distribution Centre. The development the subject of this application for modification includes:

- Demolition of existing Building 3 and construction of a new Building 3 with a slightly larger footprint.
- Construction of a new building (Building 8A) in the location of Building 9 as shown on the approved master plan. The footprint of Building 8A will be slightly different to that of Building 9 (as it appears on the master plan).
- Associated site works including removal of the existing earthen mound, landscaping, car parking and drainage works.

The proposed modifications to the approved master plan development for the Yennora Distribution Centre have been assessed against the relevant strategic policies and planning legislation and instruments, including NSW State Plan, A Plan for Growing Sydney, Infrastructure SEPP, Holroyd LEP 2013 and Holroyd DCP 2013.

The existing drainage works that were undertaken as part of DA 264-09-01 were designed having regard to all development that was identified on the master plan. Therefore, the existing detention basin has sufficient capacity to accommodate stormwater drainage from the work associated with this modification application in the Western Precinct.

The buildings the subject of this modification application have been designed having regard to the flood impacts of the site. In this regard the floor level of the buildings has been designed to be 500mm above the estimated 1% annual exceedance probability (AEP).

The development that will be provided in accordance with this modification application represents a relatively minor increase in warehouse floorspace above that already considered as acceptable (as part of the master plan approval). Overall this development will result in an increase in traffic movements in the order 5 – 10 movements per hour two way on the surrounding road network. The traffic consultant has concluded that this minor increase will not result in adverse impacts on the road network.

The target acoustic levels as detailed in the conditions of consent were based on the development as depicted in the approved master plan. This modification represents a relatively minor variation to the footprint of Building 3 and a change to the footprint and location of the loading facilities for Building 8A (previously Building 9). The acoustic consultant has identified a variety of controls that may be required to be implemented should the target acoustic levels be exceeded once these buildings are occupied. The measures relating to building design have been incorporated into the buildings and are shown on the architectural plans at **Appendix 5**. Other operational measures can be addressed once the tenants and the nature of activities to be undertaken in these buildings is known.

Accordingly, the proposed modifications are considered to satisfactorily respond to the opportunities and constraints of the site and the relevant legislation. The modified development is unlikely to result in adverse impacts in the locality and is worthy of approval.