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YENNORA MULTI-STOREY DISTRIBUTION CENTRE

Scoping Report

Prepared for
STOCKLAND
2 June 2023

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GLOSSARY & ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Reg	<i>Biodiversity Conservation Regulation 2017</i>
BDAR	Biodiversity Development Assessment Report
DCP	Development Control Plan
DPE	NSW Department of Planning and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPA Regs	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
LEP	Local Environmental Plan
NRAR	Natural Resource Access Regulator
PBP	Planning for Bushfire Protection
PS SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
PSI	Preliminary Site Investigation
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	Lot 1 in DP 1171076
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
T&I SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
R&H SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
YMDC	Yennora Multi-Storey Distribution Centre

1. INTRODUCTION

This Scoping Report has been prepared on behalf of Stockland (**the Applicant**) and in support of a proposed Yennora Multi-Storey Distribution Centre (**YMDC**) Master Plan at 81 Byron Road, Yennora. It seeks site-specific Secretary's Environmental Assessment Requirements (**SEARs**) for the preparation of an Environmental Impact Statement (**EIS**) that will accompany a Concept State Significant Development Application (**SSDA**).

This section of the report identifies the applicant for the project and describes the site and proposed development. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

1.1. APPLICANT DETAILS

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Descriptor	Applicant Details
Full Name(s)	Stockland Development Pty Ltd
Postal Address	Level 27, 133 Castlereagh Street, Sydney NSW
ABN	71 000 064 835
Nominated Contact	Marcus Meadows, Development Manager
Contact Details	marcus.meadows@stockland.com.au

1.2. PROJECT DESCRIPTION

The project seeks approval to facilitate the future transformation of the current facility into a modern multi-storey warehouse and distribution facility. Stockland's vision for the YMDC is to –

“Redevelop Yennora into a multi-storey industrial estate, designed to align with occupier's requirements for the future and maximise the value drivers for the precinct including location, proximity to infrastructure, population catchment and capacity”.

Stockland seeks to amend the existing consent on the Yennora Distribution Centre, under DA 264-09-01 which was approved in April 2002 (**2002 approval**). The 2002 approval includes a Master Plan which defined the long-term development plans for the site, and detailed plans for certain works on each of the site's three precincts, including the Central, Eastern and Western Precincts (refer Figure 3).

The SSDA proposes a new Concept Master Plan for the Yennora Distribution Centre with the proposed area of development focused within the Central Precinct. A detailed breakdown of the approval history of the site is provided at **Section 1.3.1** and **Appendix E**.

Key objectives of the proposal include:

- Secure a new approval that would enable redevelopment of the existing warehousing buildings that are now at or near their economic life.
- Establish a concept master plan approval framework that would enable the incremental redevelopment of the land in a coordinated way.
- Make the site 'future ready' for long term changes with respect to dedicated freight rail link improvements and building envelopes that are adaptable to respond to occupier requirements.
- Design a built form that responds to the emerging and future market needs, incorporating multi storey warehousing.

- Modernise the existing intermodal facility to support the growth of the precinct.
- Create a high-quality contemporary work environment, incorporating some ancillary uses to meet the needs of the workforces and surrounding community.
- Create an active and engaging ground plane / public domain offering staff and the wider community a diverse and unique range of opportunities for recreational and work activities.
- Offer a positive, connected and active relationship with its surrounding context; and
- Provide an excellent address for each building, with additional green spaces that enhance the Precinct.

Schedule 1 Clause 12 of the Planning Systems SEPP identifies warehouse or distribution centres at one location and related to the same operation that have a CIV greater than \$50 million as State Significant Development (**SSD**). The proposed estate works and development of the Concept proposal, has a total estimated capital investment value (CIV) of \$925,688,413 of which \$210,459,850 relates to site preparation, subdivision works, construction costs, infrastructure and civil works, external works and fitout of Warehouse 1A, 1B and 1C (**Appendix D**). Accordingly, the development is classified as a State Significant Development (**SSD**) under Schedule 1, Clause 12 of the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP).

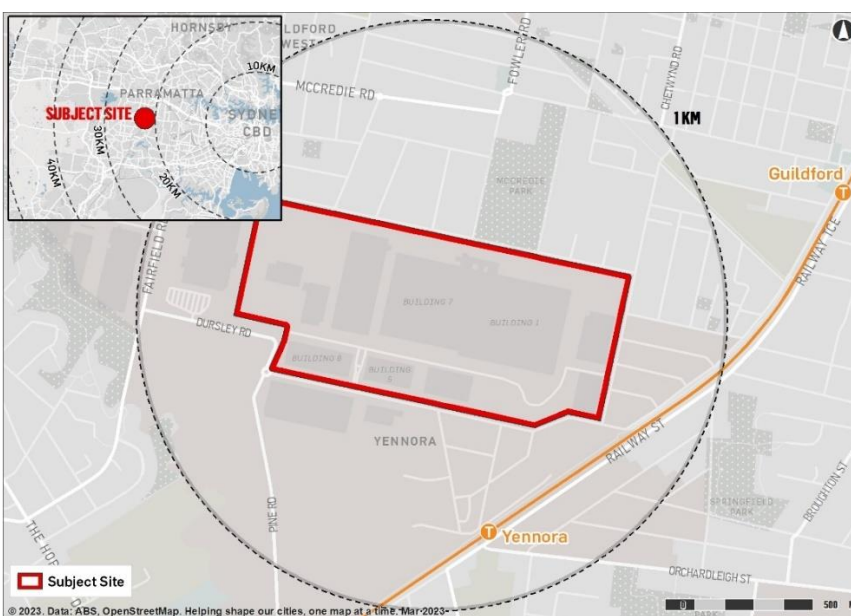
The Minister is the consent authority for the proposal in accordance with section 4.5 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*. Accordingly, this DA is being lodged with the DPE as a Concept Proposal and concurrent Stage 1 works application.

The site information relevant to the project is provided in the following table. A detailed description of the key features of the site and locality is provided in Section 2.2 of this report. A site location and regional setting is provided at Figure 1 and Figure 2.

Table 2 Site Description

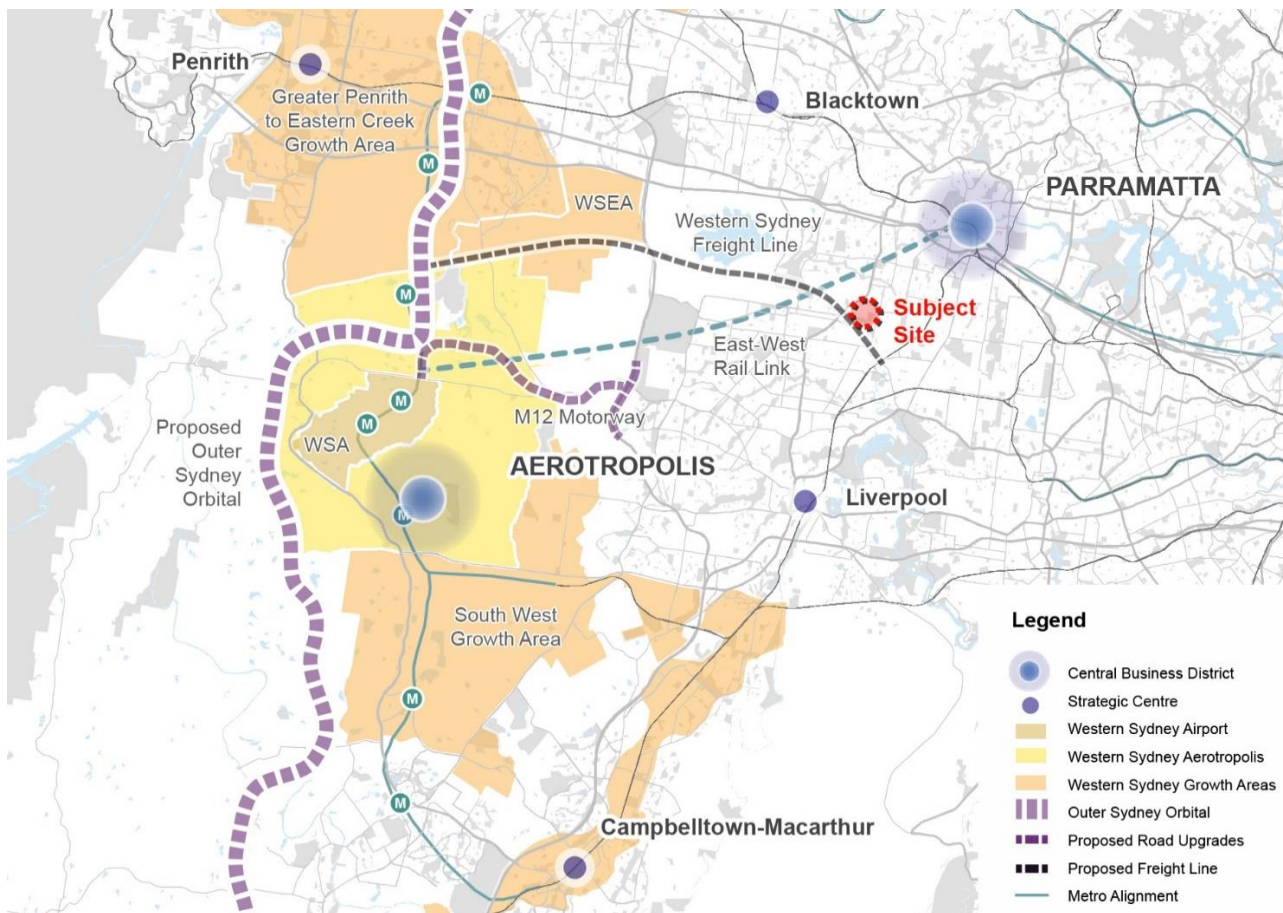
Feature	Description
Street Address	81 Byron Road, Yennora
Legal Description	Lot 1 in Deposited Plan 1171076
Site Area (Overall)	70.04 ha

Figure 1 Site Location



Source: Urbis

Figure 2 Regional Context



Source: Urbis

1.3. PROJECT BACKGROUND

1.3.1. Site History

On 2 April 2002, the then Minister for Planning granted development consent for the redevelopment and use of the Yennora Distribution Park. The 2002 approval includes a Master Plan which sets out the long-term development plans for the site, and detailed plans for certain works on each of the site's three precincts (Central, Eastern and Western Precincts)

A detailed summary of the project approval history is provided at **Appendix E** for your reference. In summary, the Development Application (DA) 264-09-01 for the '*redevelopment and use of the Yennora Distribution Centre to store, handle and distribute general merchandise*' was approved by the DPE on 2 May 2002.

The development application, DA 264-09-01, consisted of the following components:

- Concept Master Plan, setting out long term development plans for the site; and
- Detailed plans for selected works on the site, including two (2) new buildings on the western side of the site, and a new building on the eastern side of the site.

The development consent for the proposal consists of a series of conditions (with notable conditions relating to traffic and acoustic considerations detailed in **Section 6.1.1 and Section 6.1.2** of this report) which outline the relevant conditions of consent that will continue to apply during the ongoing operation of the site. The conditions of consent for DA 264-09-01 are split in four (4) schedules which include:

- Schedule 3 – Master Plan conditions

- Schedule 4 – Central Precinct (Detailed Works) conditions
- Schedule 5 – Western Precinct (Detailed Works) conditions
- Schedule 6 – Eastern Precinct (Detailed Works) conditions

There are a number of notable conditions issued as part of the 2002 approval, most of which relate to the Concept Master Plan and the overall estate which will require further consideration in future development proposals for the site.

The conditions predominately relate to the transport and access matters particularly in relation to surrounding road capacity, access arrangements and a limit on the number of heavy vehicles movements generated from the development each day. **Figure 1** below provides an extract of the approved master plan DA 264-09-01.

Figure 3 Approved Master Plan under DA 264-09-01

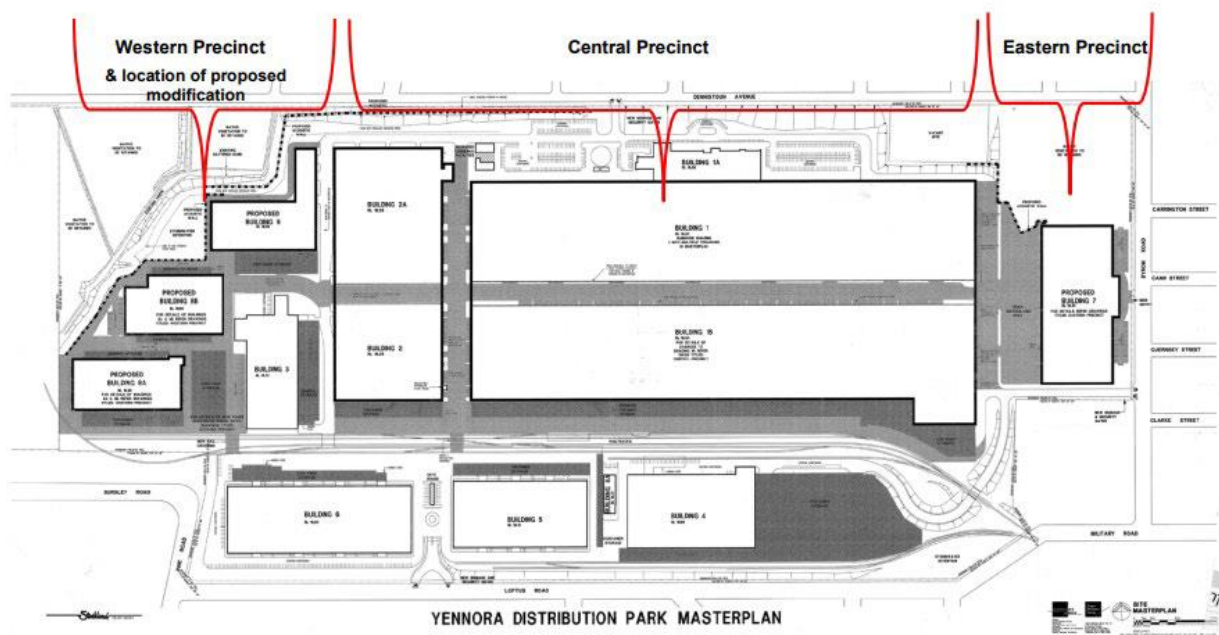


Figure A: Approved Yennora Distribution Park Masterplan (source: Proponent’s Section 75W Planning Report)

Source: Stockland

1.3.2. Relationship with the 2002 approval

The proposed Concept Proposal seeks approval for a Concept Master Plan for the Yennora Distribution Centre. The proposed development strategy from Stockland consists of three (3) stages which make up the central portion of the estate within the Central Precinct. The Eastern and Western Precincts of the estate are proposed to remain unchanged. It is important to note that any potential inconsistencies from the proposed expansion and the 2002 approval will be addressed as part of the new SSDA and the EIS.

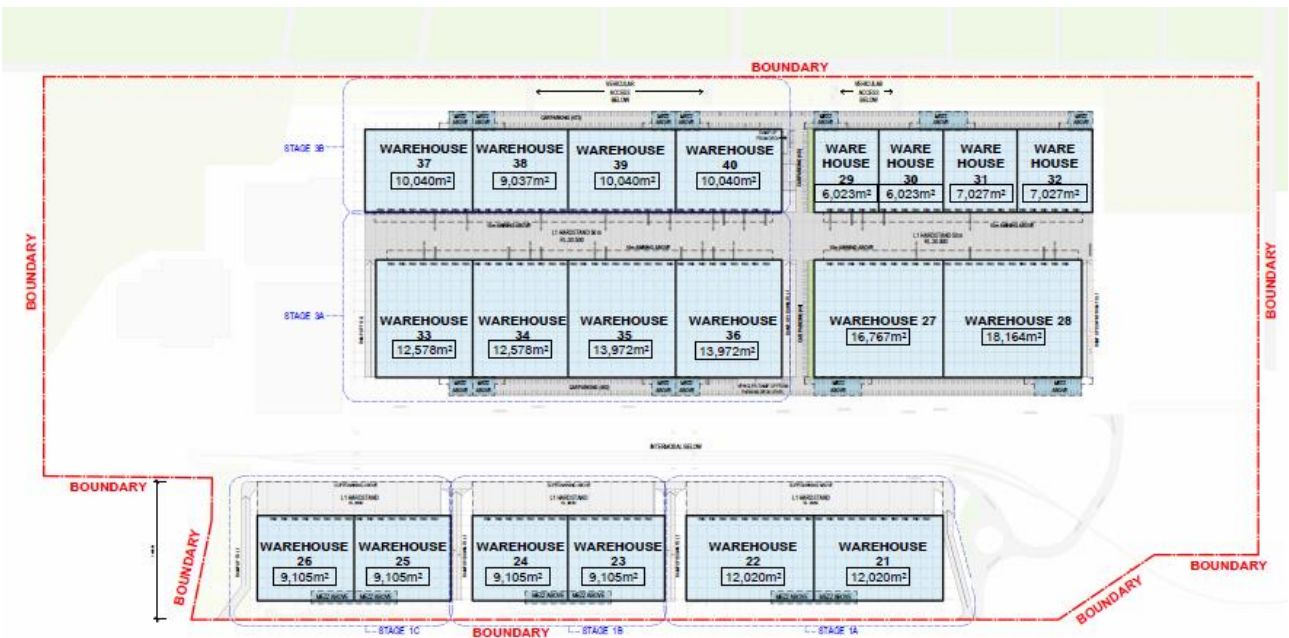
Table 3 below provides a comparison between the built form and site attributes between the 2002 approval and the Concept Proposal for the YMDC.

Figure 4 YMDC Master Plan – Proposed Development Area and Existing Development to be retained



Source: SBA Architect

Figure 5 YMDC Master Plan – Proposed Development Area as it applies to the Central Precinct



Source: SBA Architect

Table 3 Numeric summary of current approval vs proposed YMDC Master Plan

Component	2002 Approval	Concept Proposal (current estimate)
Total Site Area (approx.)	698,668 m2 (69.87 ha)	698,668 m2 (69.87 ha)
GFA	303,000 m2	449,496 m2 (+) 146,496 m2 floor space increase <u>Central Precinct</u> ▪ 390,283m2 <u>Eastern and Western Precincts</u> ▪ 59,213m2 (residual area which remain unchanged).
Height	Building heights range from 7.5-14m* (Single-storey)	24.2m (double storey) <u>Central Precinct</u> ▪ Stage 1 – Expanded building footprints with double-storey warehouse space within the southern portion of the site where there is currently low site. ▪ Stages 2 & 3 – Replace older single level buildings with modern double-storey warehouse space. <u>Eastern and Western Precincts</u> ▪ Building heights to remain as is.
Use	Warehouse and distribution	Warehouse and distribution, with the potential for additional permitted ancillary uses
FSR	0.43:1*	0.73:1

* The 2002 Approval approval does not reference height and FSR controls

2. STRATEGIC CONTEXT

This section describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project which will be explored in further detail within the future EIS.

2.1. PROJECT JUSTIFICATION

The proposal is aligned with the State, district and local strategic plans and policies applying to the site as outlined below.

2.1.1. NSW State Priorities

In June 2019, The NSW Premier released a collection of fourteen (14) priorities for NSW. They have set targets and represent commitments by the NSW Government to deliver on key policy priorities. The Premiers Priorities aim to enhance the quality of life for people in NSW and tackle key social issues identified by the NSW Government.

The following priorities are of relevance to State and local strategic planning.

- A strong economy
- Well-connected communities with quality local environments
- Greener public spaces
- Greening our city

Employment precincts and land uses within Greater Sydney and the Central River City will be key to securing a strong economy for NSW and the region. Future upgrades within these employment precincts to meet the demand and requirements of new and emerging industries, supported by critical infrastructure, such as the Western Sydney Freight Line and freight intermodals will be central to supporting economic development in the region. In addition, supporting employment precincts by providing amenities and supported by open space and landscaping are core considerations for development in the region, realised through the planning.

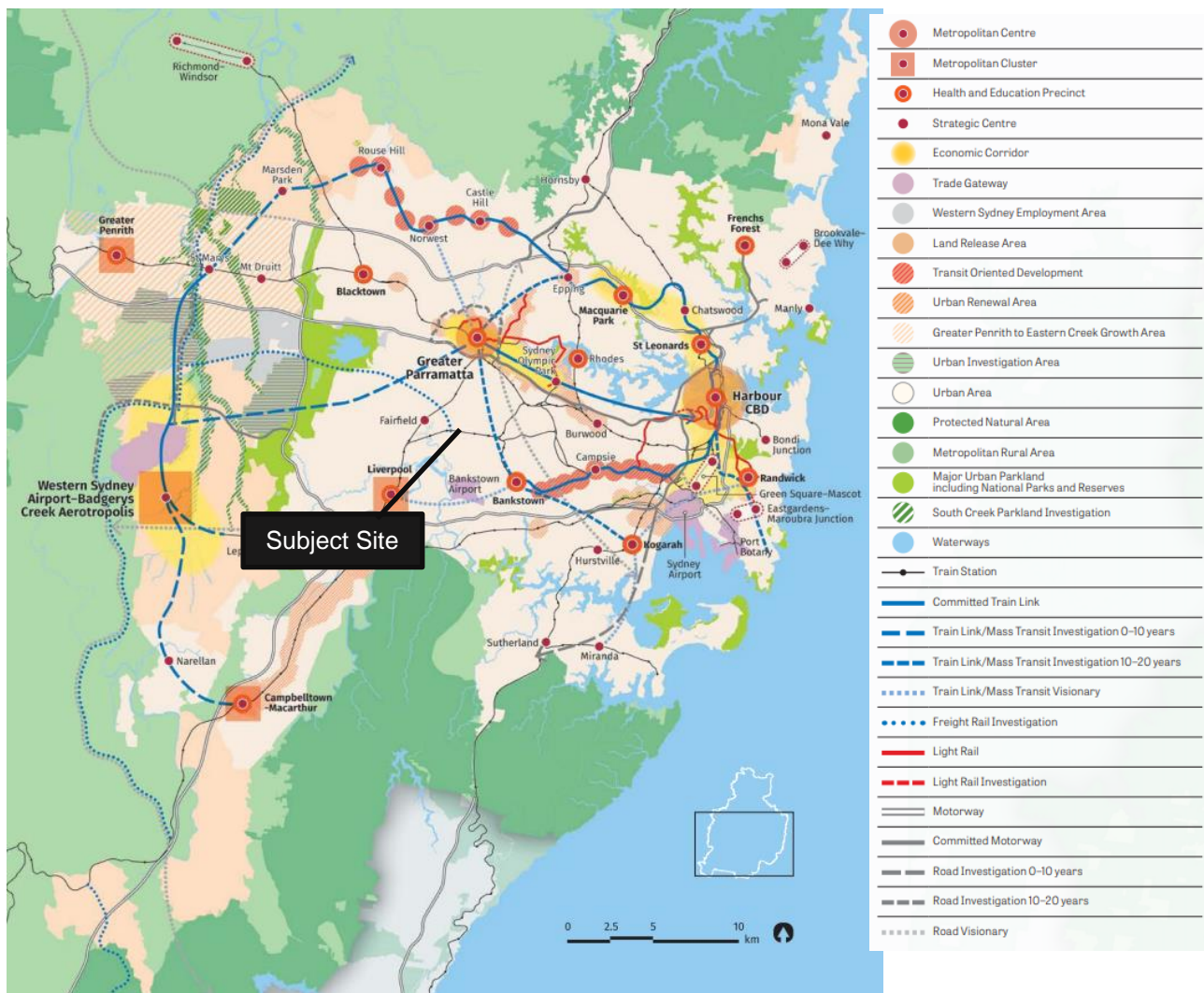
2.1.2. Greater Sydney Region Plan: A Metropolis of Three Cities

A Metropolis of Three Cities: Greater Sydney Region Plan (Region Plan), finalised by the Greater Sydney Commission (GSC) in March 2018, provides a 40-year vision to (2056) and establishes a 20-year plan to manage growth and change for the Greater Sydney region. The Region Plan is built on a vision of three cities, “where most residents live within 30 minutes of their jobs, education and health facilities, services and great places”. It identifies four themes: infrastructure and collaboration, liveability, productivity, and sustainability. Within these four themes, a set of planning priorities and actions are identified to achieve the Region Plan’s vision. The Region Plan includes a high-level structure plan identifying key centres, employment areas, and important infrastructure contributions.

The Region Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following matters are relevant to the proposed development:

- *Objective 14 – Integrated land use and transport creates walkable 30-minute cities.*
- *Objective 16 – Freight and logistics network is competitive and efficient.*
- *Objective 23 – Industrial and urban services land is planned, retained and managed.*
- *Objective 24 – Economic sectors are targeted for success.*

Figure 6 Greater Sydney Region Plan



Source: GCC

2.1.3. Our Greater Sydney 2056: Central City District Plan

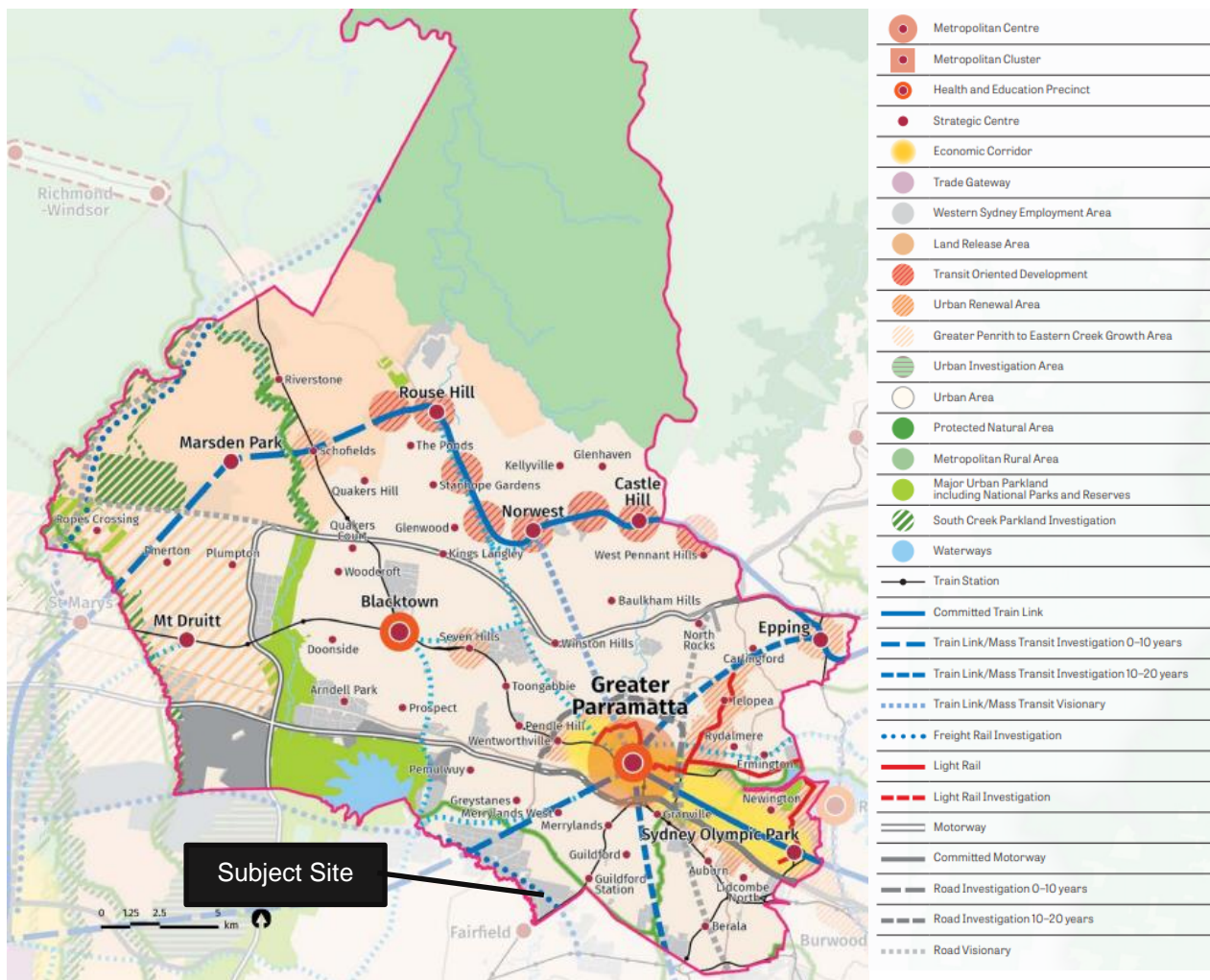
The Central City District Plan (District Plan) was finalised by the Greater Sydney Commission in conjunction with the Region Plan in March 2018. The District Plan has been prepared in accordance with Section 3.4 of the EP&A Act.

The site is located within the Central River City, which is expected to grow substantially, leveraging off its strategic location being within the geographic centre of Greater Sydney. The Central River City is anchored on the metropolitan centre of Greater Parramatta, which include Parramatta CBD, North Paramatta, Westmead and Paramatta Park. Linking into the metropolitan centre is the Greater Parramatta and the Olympic Peninsula Economic Corridor (GPOP) which links the Westmead health and education precinct to the advanced technology and urban service sectors of Camellia, Rydalmere, Silverwater and Auburn. The site is situated along a freight rail corridor, that is the Western Sydney Freight Line – Stage 2, which is identified for investigation.

The District Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following matters are relevant to the proposed development:

- *Planning Priority C9 – Delivering integrated land use and transport planning and a 30-minute city.*
- *Planning Priority C11 – Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land.*
- *Planning Priority C12 – Supporting growth of targeted industry sectors.*

Figure 7 Central City District Plan



Source: GCC

2.1.4. Future Transport Strategy

The Future Transport Strategy was updated by TfNSW and released in September 2022 which sets out a new vision to create connected 30-minute cities and convenient 15-minute neighbourhoods across Greater Sydney. The strategy identified a series of Future Transport Hubs located within Parramatta, Chatswood, Wollongong and Coffs Harbour, which will form regional interchanges for a range of transport modes.

The strategy identifies the site as an existing intermodal freight terminal situated at the junction between an existing passenger railway line and a potential freight corridor in the Western Sydney Freight Line (WSFL Stage 2).

Objective E1 of the strategy aims to improve the efficiency and reliability of freight networks and supply chains, as demand for commodities continues to increase in response to population growth. There is a need for greater efficiencies in road and rail networks integrated with ports, airports, intermodal terminals, key freight precincts and centres in NSW.

The proposed use of the site as a freight intermodal terminal as part of the WSFL Stage 2 corridor would facilitate the delivery of this objective through provide greater efficiency and capacity within the freight network. This would also generate significant opportunities which will attract new industries into the precinct.

The strategy includes objectives and strategies for enabling economic activity. The following matters are relevant to the proposed development:

- E1.1 Improve freight efficiency, access and reliability on roads

- E1.2 Increase rail freight capacity and reliability
- E1.3 Optimise the capacity and performance of ports and airports
- E1.4 Manage and protect employment lands, key freight and logistics lands and corridors E1.5 Improve the efficiency of freight in centres and neighbourhoods
- E1.6 Enhance the freight network interoperability and data capabilities

Figure 8 Existing and future passenger and freight rail network



Source: TfNSW

Figure 9 Western Sydney Freight Line – Stage 1



Source: TfNSW

2.1.5. Cumberland Local Strategic Planning Statement

The Cumberland Local Strategic Planning Statement (LSPS) was published by Cumberland City Council in February 2020 and provides a snapshot of the Cumberland LGA as well as setting out the 2036 vision for the area, anchored on the key themes of infrastructure and collaboration, liveability, productivity and sustainability.

The LSPS identifies five (5) wards which make up the Cumberland LGA, each of which has its distinct built form character, land use mix and opportunities. The site is situated within the Greystanes ward which is has a diverse mix of land uses and contains significant employment lands of Pemulwuy, Smithfield and Yennora. The Greystanes ward is also rich in open space and biodiversity, including the Prospect Creek Green Grid Corridor, which present excellent opportunities for recreation and active transport connectivity.

The site is situated within a major logistics precinct which extends from Yennora to Prospect Reservoir. This precinct is anticipated to be supported by the proposed Western Sydney Freight Line corridor which is under investigation and anticipated to be delivered in a 10-20 year timeframe. The site is identified as an intermodal terminal within this logistics precinct. Situated to the south of this precinct is a major green corridor along the Prospect Creek.

The strategy includes objectives around the key strategies of access and movement, housing and community, economy, employment and centres and environment and open spaces. The following matters are relevant to the proposed development:

- *Planning Priority 11: Promoting access to local jobs, education opportunities and care services*
- *Planning Priority 12: Facilitating the evolution of employment and innovation lands to meet future needs.*
- *Planning Priority 14: Improving access to and health of waterways.*

Figure 10 Cumberland LSPS Structure Plan



Source: Cumberland City Council

2.1.6. Cumberland Employment and Innovation Lands Strategy

The Cumberland Employment and Innovations Lands Strategy was prepared by Council in 2019 to provide a framework for managing employment and innovation lands in Cumberland over a 10 year period. The strategy identifies a strategic focus for the site which aims to promote strategic importance of the site as a major hub and to strengthen road and rail connections.

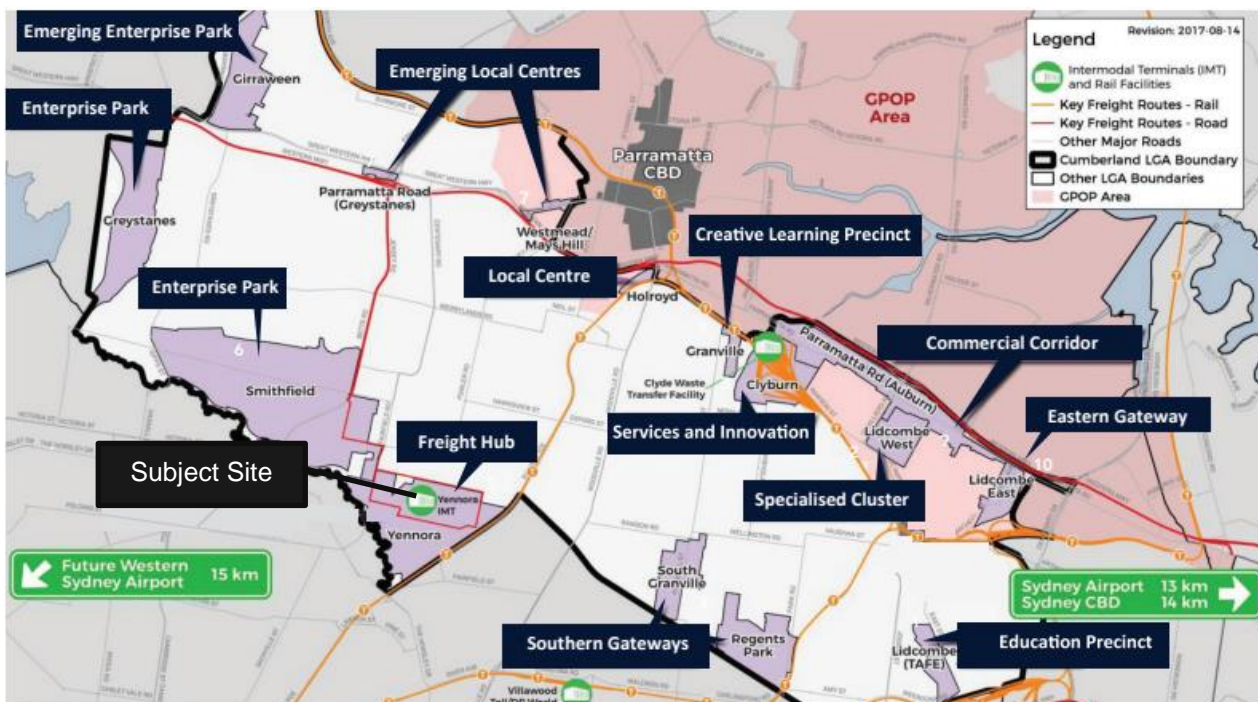
The site is strategically located to facilitate the growth of emerging trends identified in the strategy, which include:

- The growth of logistics within Cumberland LGA which remains a dominant driver of employment growth and new types of warehouse models emerging.
- Strong demand for small-scale facilities around centres and existing business zones.
- The emerging demand within the LGA from re-shored manufacturing facilities due to its proximity to a large labour and consumer market.

The strategy acknowledges that the emerging trends will require the fitout and configuration of warehouses to respond to advanced technologies which enhance supply chain efficiencies. This would require greater building heights and floor space ratios (FSRs), with taller warehouses to process fast-moving goods.

The site is identified as an intermodal terminal anchored along a key freight route, that is Cumberland Highway, providing direct access to the M4 Motorway.

Figure 11 Cumberland Employment and Innovation Lands Strategic Framework



Source: Cumberland City Council

2.2. KEY FEATURES OF SITE & SURROUNDS

The site is known as 81 Byron Road, Yennora and is legally described as Lot 21 in DP1171076. The site comprises 70.04 ha, under single ownership by Stockland, within an employment precinct extending from Prospect Reservoir to the west to Leightonfield Railway Station to the east.

The site is situated within a logistics precinct to the immediate north west of Yennora Station and is bound by the Dennistoun Avenue to the north, Byron Road to the east and Loftus Road to the south. There are three (3) access points into the site, each of which are situated along the perimeter roads which frame the site.

The site consists of an operational warehouse and distribution centre, with a direct interface to the Guildford West residential area to the north. The north western and north eastern corners of the site are characterised by landscape area which form a buffer from residential uses to the north. Situated within the north western corner of the site is an environmental conservation area which contains a creek line connecting into Prospect Creek to the south.

Figure 12 Site Location



Source: Urbis

Figure 13 Site Photographs – Surrounding Context



Picture 1 View along Dennistoun Avenue to the north

Source: Google Streetview



Picture 2 View to the landscape area to the north-west

Source: Google Streetview



Picture 3 View along Loftus Road to the south

Source: Google Streetview



Picture 4 View along Byron Road to the east

Source: Google Streetview

At the centre of the site is an existing intermodal facility which is operated manually and accessed from a spur line off the existing T5 Cumberland Line. There are plans as part of this Concept proposal to upgrade this intermodal facility to facilitate the modernisation of the Central Precinct. The site is identified within the Cumberland LSPS and ELS as being an Intermodal Terminal which the upgrade of the existing intermodal facility will facilitate.

The proposed modernisation of this intermodal facility forms part of Stages 2 and 3 of the project, and will form part of future detailed applications.

Figure 14 Site Photographs – Existing Intermodal Facility



Picture 5 View from the overpass looking west

Source: Urbis



Picture 6 View from the overpass looking north west

Source: Urbis



Picture 7 View over the intermodal facility looking north west.

Source: Stockland

The key features of the site which have the potential to impact or be impacted by the proposed development are summarised in the table below.

Table 4 Key Features of Site and Locality

Descriptor	Site Details
Land Configuration	<p>The site consists of a single lot under single ownership by Stockland. The site is one of the larger landholdings within the Yennora employment precinct, with a total site area of 70.04ha. The site is relatively flat across its full extent. The site situated at a low point, with an increase in levels within the residential areas to the north.</p>
Existing Development	<p>The site comprises an existing operational warehouse and distribution estate, comprising a total of eleven (11) buildings, with an existing railway line which runs east-west through the southern portion of the site. The site is defined by two landscape areas within the north-eastern and north-western corners of the site, which form a buffer with adjoining land uses.</p> <p>The site contains an internal road network which is frames the two central warehouses which form the largest buildings within the estate. There are five (5) access points into the site, one of which is situated on Dennistoun Avenue to the north, one off Loftus Road to the south and three off Byron Road to the east.</p> <p>The existing estate comprises a number of major companies including the Australian Wool Handlers, Austpac Logistics, Qube Logistics, Sussan National Distribution Centre and Epson Australia.</p>
Local Context	<p>The surrounding locality is described below:</p>

Descriptor	Site Details
	<ul style="list-style-type: none"> ▪ To the north of the site along Dennistoun Avenue are predominately low density residential dwellings, with a small cluster of recreational and community attractions including Guildford Swimming Centre, McCredie Park, Guildford Leagues Club and Guildford Hub Community Services. ▪ To the east of the site is a continuation of the employment precinct, made up of finer grain industrial uses. There is a small cluster of low density residential dwellings within the north eastern interface of the site. ▪ To the south of the site is a continuation of the employment precinct, made up of medium to large format industrial uses. ▪ To the west of the site is a mix of industrial uses and the Guildford West Sportsground.
Regional Context	<p>The site forms part of a major logistics and employment corridor which defines the southern extent of the Cumberland Local Government Area (LGA) and is located approximately 5km from Parramatta CBD, 20km from Sydney, 20km from the proposed Western Sydney International Airport and 25km from Port Botany. The site is immediately north of Fairfield strategic centre and to the south of Greystanes and Merrylands.</p> <p>The site is also in close proximity to Prospect Creek, which forms the southern interface of the employment corridor. Prospect Creek is a prominent active transport corridor, of regional significance, connecting from Prospect Reservoir and the Western Sydney Parklands to Georges River.</p>
Intermodal Facility	<p>The site contains an existing intermodal facility situated within the centre of the site serving existing warehouses within the Central Precinct. The intermodal facility is accessed from the east of the site from a spur line off the existing passenger railway line. There is an overpass accessway which bridges over the intermodal railway line, enabling vehicle access from the east into the Stage 1 Warehouses.</p> <p>The concept proposal will incorporate plans for a future state of the art intermodal facility, which is a component of, and ancillary to, the predominate development being for warehousing and distribution. The proposed modernisation of this intermodal facility forms part of Stages 2 and 3 and will be delivered iteratively across the two stages. The proposed intermodal facility upgrade work will form part of future detailed applications for Stages 2 and 3.</p>
Infrastructure	<p>The site forms part of the Western Sydney Freight Line (WSFL) – Stage 2 investigation area, which connects from the M7 Motorway, through the south of Prospect Reservoir, to Leightonfield and Villawood. It is understood the WSFL Stage 1 corridor is currently protected by TfNSW, which was announced in June 2020. The Stage 1 corridor connects from the proposed Outer Sydney Orbital (OSO), near Luddenham, to the M7 Motorway at Horsley Park. The continuation of the WSFL into Stage 2 will provide future industries and businesses along this corridor direct access to the OSO, Western Sydney International Airport (WSI) and the Western Sydney Aerotropolis.</p>

Descriptor	Site Details
	<p>The WSFL Stage 2 corridor is currently in its early planning phase between TfNSW and other Government Agencies to identify corridor options. Stockland has been part of the consultation process as TfNSW engages with key stakeholders within the corridor.</p>
Site Access	<p>Vehicular access to the site is provided at five (5) locations, with one access point from the north provided off Dennistoun Avenue, three off Byron Road to the east and one off Loftus Road to the south.</p>
Easements and Covenants	<p>There is an existing railway corridor which runs east-west through the southern portion of the site.</p> <p>Further assessment of title plans is required in order to identify any electrical easements within the site and the extent of these easements and to understand the extent of electrical easements within the site.</p>
Services	<p>The site is supported by utilities infrastructure as part of its current operations. Infrastructure capacity for the future uplift as part of the proposed development will be further investigated as part of the planning application.</p>
Acid Sulfate Soils	<p>The site does not contain acid sulfate soils.</p>
Contamination	<p>There are no major issues in relation to contamination based on existing site operations and management. A Detailed Site Investigation will accompany the planning application for the proposal.</p>
Stormwater and Flooding	<p>The site is subject to flood controls associated with Prospect Creek on the south and south-west, and from an overland on the east and west of the property. The 1% AEP Flood extent is largely confined to the north western corner of the site, with small areas within the north eastern corner and northern periphery of the site.</p>
Bushfire Prone Land	<p>The vast majority of the site does not contain bushfire prone land.</p> <p>The only areas within the site which contain bushfire prone land is within the vegetation clusters at the north eastern and north western corners of the site. These areas are categorised as Vegetation Category 2 and is framed by a Vegetation Buffer.</p>
Flora and Fauna	<p>There are two clusters of vegetation which define the northern eastern and north western corners of the site. The northern eastern vegetation cluster is zoned C2 Environmental Conservation. There are a series of drainage channels within the environmental conservation area to the north west which connect into the Prospect Creek to the south west. These clusters of vegetation are mapped as containing biodiversity values under the Biodiversity Values Map.</p>
Aboriginal Heritage	<p>The site does not contain any known items of Aboriginal heritage items identified in the original approval for its current operations. The site contains an area of biodiversity value within the north western corner of the precinct which is zoned C2 Environmental Conservation. This area will be further investigated as part of the planning application.</p>

Descriptor	Site Details
European Heritage	The site does not contain or have a direct interface with a heritage listed item. The closest heritage item is situated to the north which consists of the Linwood Estate.

2.3. CUMULATIVE IMPACTS

The site is located within Yennora and forms part of an established employment precinct which defines the southern extent of the Cumberland Local Government Area (LGA). The potential cumulative impacts of the project will be addressed in the EIS in accordance with the DPE *Assessing Cumulative Impacts* guidelines.

The cumulative impact assessment (CIA) will consider the continued operation of the existing warehouse and distribution operations across building 3 (13,598sqm), building 8 (8,037sqm), building 9 (17,419sqm), building 10 (11,066sqm) and building 11 (9,093sqm).

The key considerations in the CIA will include:

- Noise and vibration – taking into consideration of the construction and operational impacts arising from the changing intensity and built form and the resultant change to nearby receivers.
- Traffic generation and parking requirements - taking into consideration the changing intensity arising from the increased floorspace the resultant change in traffic generation and impacts on the local street network function.
- Air quality – the consideration of potential air quality changes arising from the future development. Where air emissions during operation have the potential to cause adverse off-site impacts, provide a quantitative air quality impact assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines.
- Visual impact – assessment of the visual impact of the increased building bulk and scale of the proposal on the existing surrounding environment.

3. THE PROPOSAL

This section outlines the key features of the proposed development, including the project area, the conceptual physical layout and design (including likely mitigation measures), the main land use activities and the likely timing for delivery of the project.

It also includes a high-level of feasible alternatives which were considering having regard to the project objectives outlined in Section 1.3 of this report, including the consequences of not carrying out the development.

3.1. PROPOSED DEVELOPMENT

The key components of the proposed development are listed in the following table. A copy of the architectural concept drawings is attached at **Appendix B**.

Table 5 Project Details

Descriptor	Project Details
Project Area	<p>The existing Yennora Distribution Centre is made up three precincts, which including the following:</p> <ul style="list-style-type: none"> ▪ Western Precinct: The Western Precinct consists of three (3) medium format warehouses along the Dennistoun Avenue frontage. ▪ Central Precinct: The Central Precinct consists of five (5) warehouses, two (2) of which are large format and front Dennistoun Avenue, and three (3) medium format warehouses along Loftus Road. ▪ Eastern Precinct: The Eastern Precinct consists of two (2) medium format warehouses along the Byron Road frontage. <p>The site has a total area of 69.87 ha (698,668m²). The Central Precinct makes up approximately 45ha of the total area, and the Stage 1 Precinct has an approximate area of 17ha.</p> <p>The proposed multi-storey warehouse and distribution centre within the Central Precinct will require the demolition and clearance of existing built form within the Central Precinct site, site preparation works and the development of warehouse and distribution centre buildings.</p>
Project Description	<p>The project comprises a new Concept proposal for the Central Precinct and detailed works for Stage 1 of the Central Precinct. The proposal consists of the following components:</p> <p><u>For the Concept Proposal</u> in the Central Precinct comprising:</p> <ul style="list-style-type: none"> ▪ Seven (7) double-storey industrial warehouses (consisting a total of twelve (12) units) and ancillary offices, internal road network, building locations, GFA, setbacks, car parking and built form parameters, across three stages including: <ul style="list-style-type: none"> – Stage 1A, 1B & 1C – Expanded building footprints where there is currently low site coverage with double-storey warehouse space. – Stages 2 & 3 – Replace older single level buildings with modern double-storey warehouse space, and upgrade of the intermodal facility. ▪ Proposed upgrade to the existing freight intermodal facility within the central portion of the site. The proposed development will consist of a new state of the art intermodal facility, which is a component of and

Descriptor	Project Details
	<p>ancillary to the predominate development being for warehousing and distribution. The proposed modernisation of this intermodal facility forms part of Stages 2 and 3 and will be delivered iteratively across the two stages. The proposed intermodal facility upgrade work will form part of future detailed applications for Stages 2 and 3.</p> <ul style="list-style-type: none"> ▪ Additional ancillary uses – yet to be determined which will be subject to permissibility and demand. <p><u>For the Stage 1 Development works component:</u></p> <ul style="list-style-type: none"> ▪ Construction and use of Warehouse 1A, Warehouse 1B and Warehouse 1C (consisting a total of six units) for the purposes of warehouse and distribution facilities within the Central Precinct; ▪ Demolition and site preparation works; ▪ Provision of any additional site servicing infrastructure to allow the operation of the warehouse and distribution facilities; ▪ Associated car parking, signage and landscaping.
Expected Capital Investment Value	<ul style="list-style-type: none"> ▪ Overall Concept proposal: \$925,688,413* <ul style="list-style-type: none"> – Warehouse 1A, 1B and 1C (Stage 1): \$228,912,180 – Future Stages 2 & 3: \$696,776,233 <p><i>*excludes intermodal rail scope</i></p>
Staging/Phasing	<p>The delivery of the new concept proposal within the Central Precinct will be delivered across three (3) stages.</p> <p>Stage 1 works in the Central Precinct, which is made up of three sub-stages (3) including Stage 1A, 1B and 1C, is the first to be delivered. It is anticipated that the development will be delivered across up to three sub-stages (3) stages, over a period of 5 - 8 years. The expected timeframe and number of stages will be further developed and provided to DPE as part of the EIS.</p> <p>Stage 1 of the proposal consists of the following components:</p> <ul style="list-style-type: none"> ▪ Maximum building height of RL 24.2 metres (or double storey). ▪ Total GFA of 126,920m², broken down as follows: <ul style="list-style-type: none"> – Warehousing: 126,920m² across three sub-stages: <ul style="list-style-type: none"> • 1A: 48,080m² • 1B: 36,420m² • 1C: 36,420m² – Office: 6,000m² across three sub-stages: <ul style="list-style-type: none"> • 1A: 2,000m² • 1B: 2,000m² • 1C: 2,000m²

Descriptor	Project Details
	<ul style="list-style-type: none"> ▪ Vehicle access will be provided at: <ul style="list-style-type: none"> – Three (3) entry points off Loftus Road. – Access over the existing bridge, which connects from the Byron Road entry point will be maintained. ▪ On-site parking will be provided for 578 spaces, which exceeds the DCP requirements of 555 spaces. ▪ The provision of communal areas for each warehouse building.

3.1.1. Concept Proposal

The new SSSDA applies to the Central Precinct of the site and consists of seven (7) warehouse and distribution buildings, with a total of twelve (12) units.

The latter project stages (Stage 2 and 3) of the Concept proposal will facilitate a new state of the art intermodal facility to facilitate the modernisation of the Central Precinct as a component of and ancillary to the predominate development being for warehousing and distribution (refer Figure 19).

Table 6 provides a detailed breakdown of the proposed built form across the three (3) stages which make up the Concept proposal.

Table 6 Proposed Built Form within the Concept proposal

Stage 1	Sub-Precinct	Units	Warehouse GFA	Office GFA	Total Building GFA
Stage 1	Stage 1A	2 units	48,080 m2	2,000 m2	50,080 m2
	Stage 1B	2 units	36,420 m2	2,000 m2	38,420 m2
	Stage 1C	2 units	36,420 m2	2,000 m2	38,420 m2
	Total	6 units	122,062 m2	8,000 m2	130,062 m2
Stage 2	-	6 units	106,200 m2	4,000 m2	110,200 m2
Stage 3	-	8 units	126,394 m2	6,000 m2	132,394 m2
Concept proposal Total		26 units	427,496 m2	22,000 m2	449,496 m2

Figure 15 YMDC Concept Master Plan



Source: SBA Architects

Figure 16 Concept Proposal – 3D Perspective (View from south east)



Source: SBA Architects

Figure 17 Concept Proposal – 3D Perspective (View from north east)



Source: SBA Architects

Figure 18 Concept Proposal – 3D Perspective (View from east)





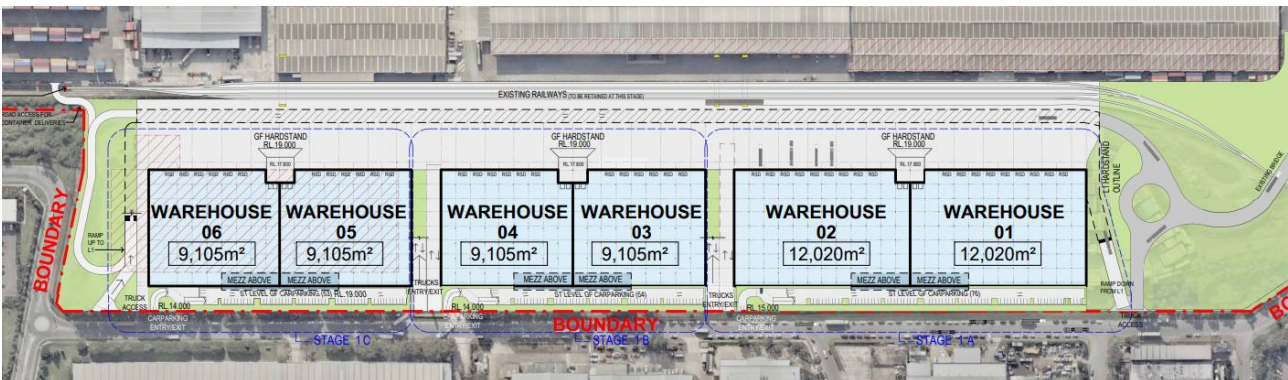
Source: SBA Architects

3.1.2. Stage 1 Works

The SSDA will seek approval for detailed site preparation works and the construction and use of the three (3) warehouse buildings which make up Stage 1 (refer Figure 19). Stage 1 has a total building area of 126,920m².

Stage 1 of the SSDA defines the southern periphery of the site and the frontage along Loftus Road. Stage 1 is broken down into three sub-precincts which include Stage 1A, 1B and 1C. These sub-precincts will be delivered in a staged approach from the east to the west.

Figure 19 Stage 1 Precinct



Source: SBA Architects

Figure 20 Stage 1A



Source: SBA Architects

Figure 21 Stage 1B



Source: SBA Architects

Figure 22 Stage 1C



Source: SBA Architects

3.1.3. Stage 2

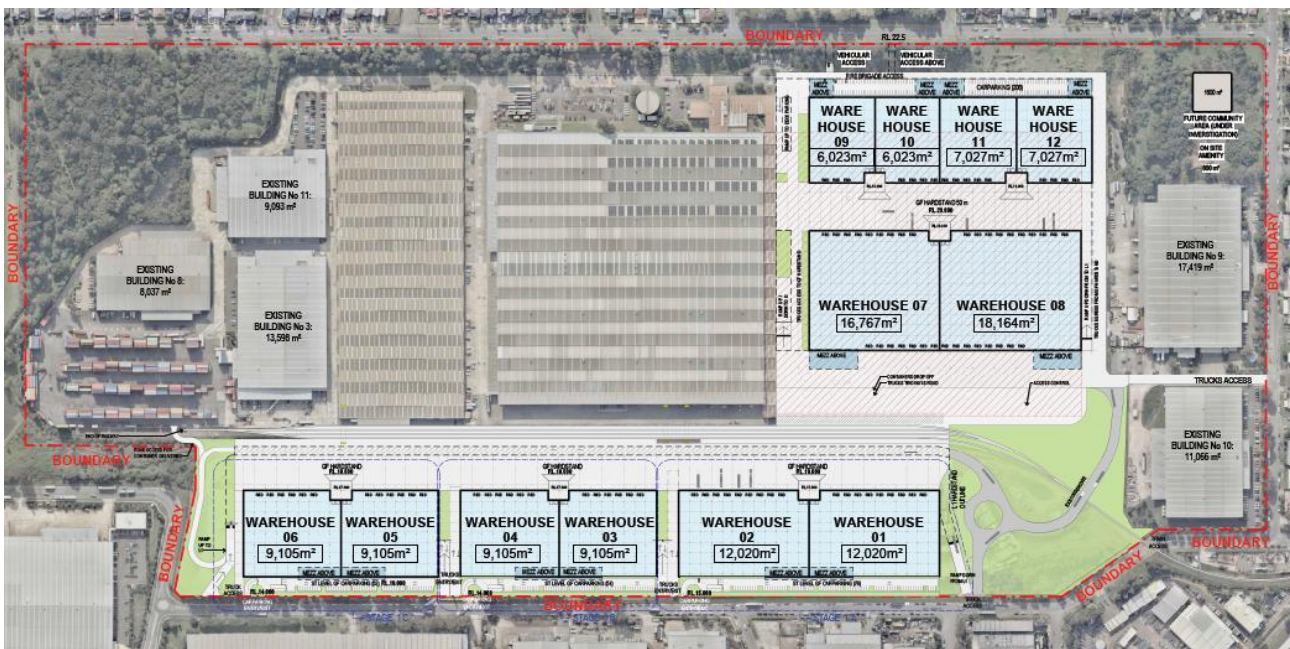
Stage 2 of the Concept proposal defines the northern eastern interface of the precinct and includes the landscape area which fronts the intersection between Dennistoun Avenue and Byron Road. Stage 2 has a total building area of 130,062m² in two (2) warehouse buildings, across six (6) units. Access to Stage 2 is provided off the existing access point off Byron Road.

Stage 2 presents the opportunity for a future community area, which the master planning process and EIS will further assess. This area is currently zoned E4 General Industrial and does not contain existing built form. This area currently screens the estate from the north east and is an opportunity to provide onsite amenity to future workers.

Stage 2 has a direct interface with the existing building 9 and building 10, along the interface with Byron Road, which make up the Eastern Precinct of the estate. Access to these buildings will not be impacted as a result of the Concept proposal and Stage 2 development.

The proposed development will consist of a new state of the art intermodal facility, which is a component of and ancillary to the predominate development being for warehousing and distribution. The proposed modernisation of this intermodal facility forms part of Stages 2 and 3 and will be delivered iteratively across the two stages. The proposed intermodal facility upgrade work will form part of future detailed applications for Stages 2 and 3.

Figure 23 Stage 2



Source: SBA Architects

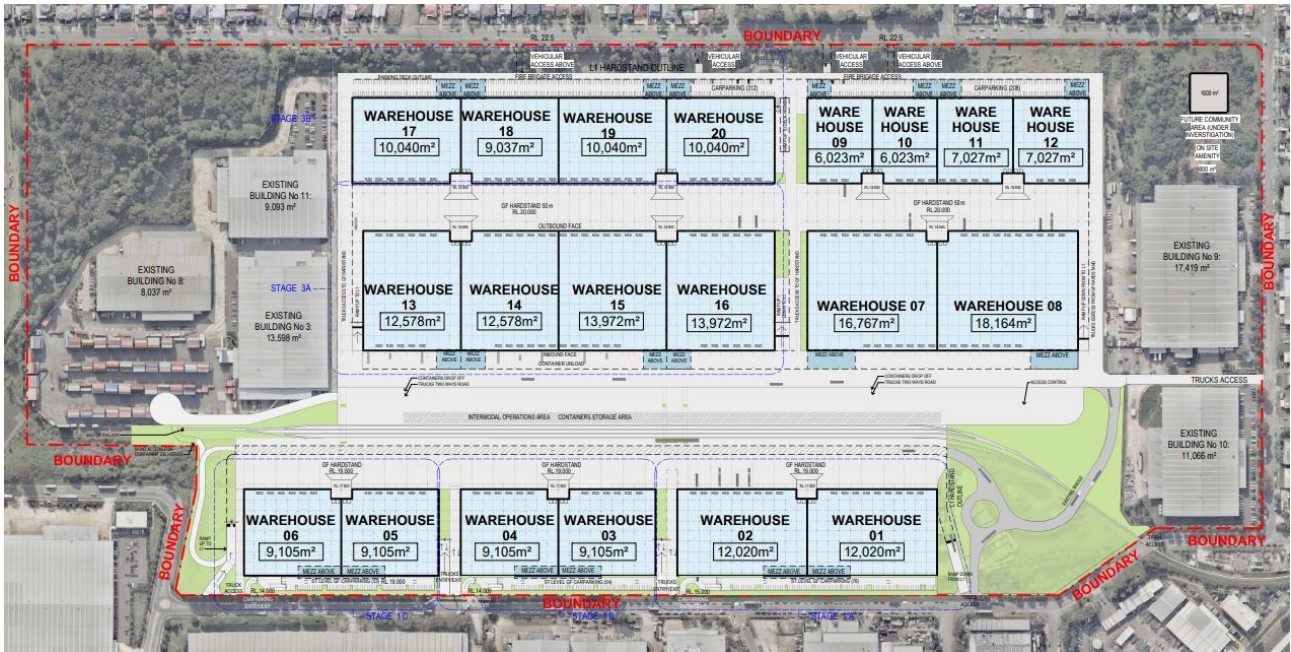
3.1.4. Stage 3

Stage 3 of the Concept proposal defines the northern western portion of the precinct and makes up the majority of the Dennistoun Avenue interface. Stage 3 has a total building area of 192,514m² in two (2) warehouse buildings, across eight (8) units. Access to Stage 3 is provided along Dennistoun Avenue.

Stage 3 will deliver the largest building area across the three stages and is in close proximity to the environmental conservation area within the north western corner of the estate.

Stage 3 has a direct interface with the existing buildings 3, 8 and 11 which make up the Western Precinct. Access to these buildings will not be impacted as a result of the Concept proposal and the Stage 3 development. This portion of the estate will have access from Dennistoun Avenue, Byron Road and Loftus Road.

Figure 24 Stage 3



Source: SBA Architects

4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *Commonwealth Environment Protection and Biodiversity Conservation (EPBC) Act 1999*
- *NSW Biodiversity Act 2016*
- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning Assessment Regulation 2021.*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *Statement Environmental Planning Policy (Resilience and Hazards) 2021*
- *Statement Environmental Planning Policy (Transport and Infrastructure) 2021*
- *Cumberland Local Environmental Plan 2021 (CLEP)*
- *Cumberland Development Control Plan 2021 (Cumberland DCP)*

The following table categorises and summarises the relevant requirements in accordance with the DPE *State Significant Development Guidelines*.

Table 7 Identification of Statutory Requirements for the Project

Statutory Relevance	Action
<i>Power to grant approval</i>	<p>Section 4.36 of the EP&A Act provides for a process where development can be declared SSD either by a SEPP or Ministerial order published in the Government Gazette. Section 4.37 of the EP&A Act provides that the Minister is the consent authority for SSD. Part 4, Division 4.7 of the EP&A Act sets out the provisions which apply to the assessment and determination of development applications for SSD. The proposal is subject to Section 4.38 Consent for State Significant Development.</p> <p>The proposed development has a CIV of \$925,688,413 of which \$210,459,850 relates to site preparation, subdivision works, construction costs, infrastructure and civil works, external works and fitout of Warehouse 1A, 1B and 1C (Appendix D), and as such meets the statutory threshold to be categorised SSD.</p> <p>Accordingly, the development is classified as a State Significant Development (SSD) under Schedule 1, Clause 12 of the (Planning Systems SEPP).</p>
Permissibility	<p>The Cumberland Local Environmental Plan 2021 (CLEP) is the primary environmental planning instrument governing development on the site.</p> <p>The site is zoned part E4 General Industrial, where warehouse and distribution centre uses are permitted with consent, and part C2 Environment and Recreation (refer Figure 6) where no development is proposed.</p>
Other approvals	<p>The following Acts will be considered in the assessment of the EIS, but by virtue of the application being SSD and the nature of the proposal, it is understood no further approval is required under the following:</p> <ul style="list-style-type: none"> ▪ <i>NSW National Parks & Wildlife Act 1974;</i>

Statutory Relevance	Action
	<ul style="list-style-type: none"> ▪ <i>NSW Heritage Act 1977;</i> ▪ <i>NSW Roads Act 1973;</i> ▪ <i>NSW Water Management Act 2000;</i> ▪ <i>NSW Rural Fire Service Act 1997; and</i> ▪ <i>NSW Protection of the Environment Operations Act 1997.</i> <p>No requirements for other approvals have been identified at this stage.</p>

4.1. PRE-CONDITIONS

Table 8 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the Scoping Report.

Table 8 Pre-Conditions

Statutory Reference	Pre-condition	Relevance
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	<p>Under Clause 4.9 Consent authority in relation to remediation works of the R&H SEPP, a consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.</p> <p>In accordance with R&H SEPP, an Environmental Site Assessment will be undertaken as part of the preparation of the EIS.</p>	Potential sources of contamination exist at the site but are not expected to preclude the proposed development of the site.
Concept development consent (see section 4.24 of the Act)	Determination of any further development application in respect of the site cannot be inconsistent with the consent for the concept proposals for the development of the site.	The existing consent which applies to the site is not a concept approval.
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	Under Clause 2.121 Traffic Generating Development of the T&I SEPP, the consent authority must refer development for Warehouse and Distribution centres with a site area / GFA greater than 20,000sqm with access to any road to Transport for NSW.	The site meets this threshold and will need to be referred.

4.2. MANDATORY CONSIDERATIONS

Table 9 outlines the relevant pre-conditions to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 9 Mandatory Considerations

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act	To be addressed in the EIS
Section 4.15	Relevant environmental planning instruments <ul style="list-style-type: none"> ▪ Relevant environmental planning instruments ▪ Relevant draft environmental planning instruments ▪ Relevant planning agreement or draft planning agreement ▪ Development control plans ▪ The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality. ▪ The suitability of the site for the development ▪ The public interest 	To be addressed in the EIS
Section 4.24	Concept approval will be sought as part of this SSDA, which future development applications on site will need to be consistent with.	To be addressed in the EIS.
Mandatory relevant considerations under EPIs		
Cumberland Local Environment Plan 2021 (CLEP)	Objectives and land use for E4 General Industrial Zone <ul style="list-style-type: none"> ▪ Part 4 – Principal development standards ▪ Part 5 – Miscellaneous provisions ▪ Part 7 – Additional local provisions 	To be addressed in the EIS.
Considerations under other legislation		
<i>Biodiversity Conservation Act 2016</i> (BC Act) – section 7.14	The likely impact of the proposed development on biodiversity values as assessed in a Biodiversity Development Assessment Report (BDAR). The Minister for Planning may (but is not required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.	To be addressed in the EIS.
Development Control Plans		

Statutory Reference	Mandatory Consideration	Section in EIS
Cumberland Development Control Plan 2021	<p>The Cumberland Development Control Plan (DCP) 2021 is also applicable to the site, with the site forming part of the Part F3 Yennora Distribution Park industrial site-specific section.</p> <p>Clause 2.10 of the Planning Systems SEPP states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD.</p> <p>As such, there is no requirement for assessment of the proposal against the Cumberland DCP for this SSDA. Notwithstanding this, consideration has been given to the following provisions:</p> <ul style="list-style-type: none"> ▪ Part F3 – Section 2 – General Objectives. ▪ Part F3 – Section 3 – Objectives and Controls. 	To be addressed in the EIS

5. COMMUNITY ENAGAGEMENT

The following sections of the report describe the engagement activities that have already been carried out for the project, including preliminary community views, and the engagement to be carried out during the preparation of the EIS.

5.1. CURRENT ENGAGEMENT

As part of the original consent for the existing operations of the Yennora Distribution Centre, Stockland have undertaken initial consultation with DPE, TfNSW and Cumberland Council.

Stockland has had ongoing engagement with DPE on the existing operations of the site as well as the potential opportunity for future uplift. DPE have acknowledged the strategic opportunity presented by the site for multi-storey distribution uses. It is understood DPE's key concerns for the increase of development capacity within the site are in relation to transport access and acoustic impacts on adjoining uses.

As part of the conditions of approval under the existing consent for the site under DA 264-09-01, an environmental management plan (EMP) is required to be prepared, which includes a requirement to engage with local community groups. Public communication has been led by the community consultative committee established in response to Condition 49 of the existing consent. The committee is required to review and provide advice on the precinct's environmental operational and maintenance performance including, the content, structure, implementation, auditing, monitoring and reporting of any construction or EMPs. The committee consists of the following:

- An independent person nominated by Council and agreed to by Stockland (to chair the committee).
- Two Stockland representatives.
- One site tenant.
- One Council representative.
- Three local community representatives.

5.2. COMMUNITY VIEWS

The committee, as outlined in Condition 49 of the existing consent, is required to meet twice a year. The two recent meetings were held on 13 May 2022 and 10 November 2022.

It is understood the key issues raised by the community representatives are in relation to the acoustic impacts to the neighbouring residential uses to the north of the site. There were three (3) noise complaints received from residents in 2021, and two (2) complaints in 2022, which were discussed with all parties involved. Stockland has followed up on all complaints from the time they are received through to their resolution, as outlined in the EMP.

The residential uses to the north form a key interface to the site which the Concept Master Plan will address and further investigated as part of the engagement process and the EIS.

5.3. FUTURE ENGAGEMENT PLAN

Engagement will take place with key stakeholders and agencies during the preparation of the EIS. The Project Team will continue to liaise with key services and agencies throughout the course of the EIS preparation. Stockland intends to engage with:

- Cumberland Council
- Heritage NSW
- Transport for NSW
- Department of Planning and Environment
- Transport for NSW
- Natural Resource Access Regulator

- Sydney Water
- Ausgrid/Endeavour Energy
- Cumberland City Council
- Australian Rail Trail Corporation
- Surrounding residents, businesses and local community groups

Urbis has been engaged to undertake the stakeholder engagement strategy for the project. The proposed engagement will include the following:

- Direct consultation with agencies in the preparation of detailed specialist studies and the EIS.
- As part of early engagement, a fact sheet in the form of a postcard will be sent to neighbouring businesses and stakeholders identified that outlines the proposal, the benefits, the planning process and the consultation process. This will be followed up by a newsletter to provide information on how to give feedback and how that feedback will be used.
- An Engagement and Communication Outcomes Report will accompany the EIS.
- The EIS and supporting documentation will be placed on public exhibition once DPE has reviewed the EIS to confirm that it has satisfactorily responded to each of the issues identified in the SEARs. The key stakeholders will be provided with an additional opportunity to review the Project, including the final development plans and the detailed specialist studies and assessment reports accompanying the final EIS.

6. PROPOSED ASSESSMENT OF IMPACTS

This section identifies the key impacts which will be further investigated and assessed within the EIS, including the proposed approach to assessing each of these matters. It also identifies the matters addressed in the scoping phase that are unlikely to result in significant impacts and do not warrant further consideration in the EIS.

6.1. MATTERS REQUIRING FURTHER ASSESSMENT IN THE EIS

The following section of the report provide a comprehensive description of the relevant matters and impacts which will be addressed in detail within the EIS. It outlines the matters and impacts of particular concern to the community and other stakeholders. It includes each of Key Issues and Other Issues as identified in the Scoping Summary Table (refer **Appendix A**).

6.1.1. Acoustic

An Acoustic Assessment will be prepared by Atkins Acoustics to understand the potential acoustic impacts generated as a result of the proposed development and to provide a road traffic noise assessment.

The proposed development will maintain its current 24-hour operation, and as such, the EIS will address any potential acoustic impacts on adjoining uses and identify mitigation measures to ensure impacts are minimal and acceptable.

At the initial construction and operation of the estate the residential development along Dennistoun Avenue which have a direct interface with the site, mostly comprise of single storey residential dwellings. The acoustic walls and landscape mounding along the interface with Dennistoun Avenue were designed and constructed for single storey dwellings. Since the original approval and particularly in recent years, there have been a number of residential properties along Dennistoun Avenue and Byron Road which have redeveloped to become two storey dwellings. As a result, the second story of these redeveloped properties would be exposed to higher noise levels that reported for ground level receptors. The potential impacts of this changing built form character in response to the proposed development will be address in the Acoustic Assessment and the EIS.

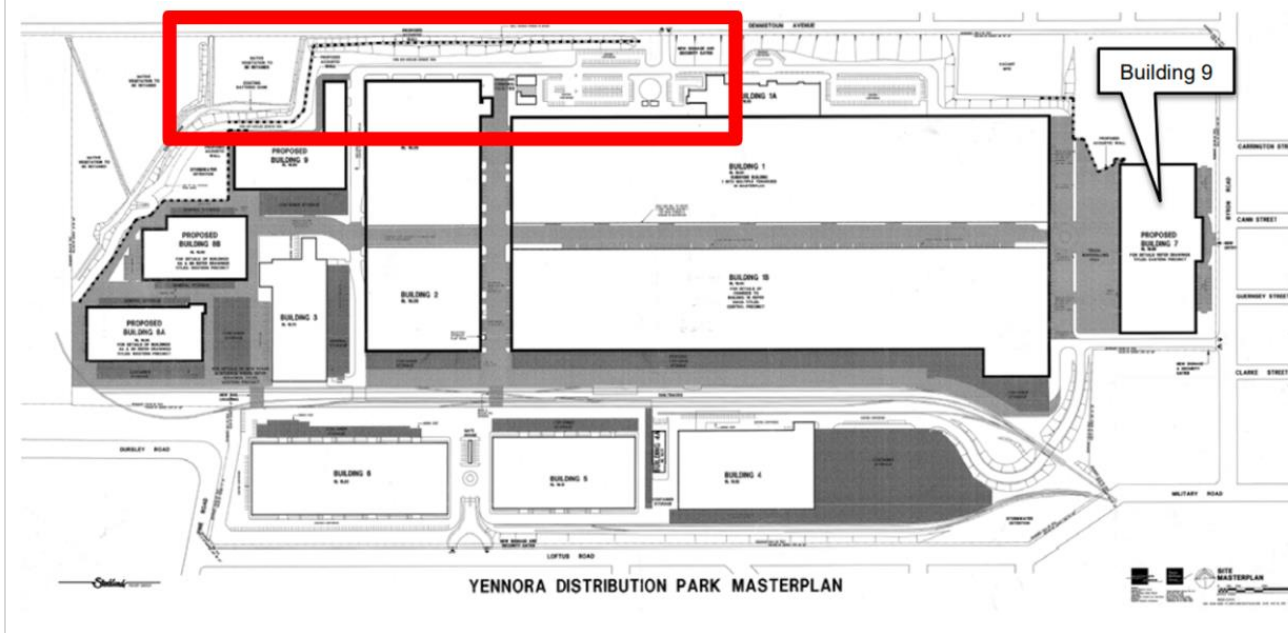
The Acoustic Assessment will address key conditions of approval from the development consent for DA 264-09-01 in relation to acoustic impacts. The key conditions which relate to noise, which will need to be amended to respond to the proposed development are detailed in Table 10 below.

Table 10 Summary of 'notable' Conditions of Consent (DA 264-09-01) relating to noise

Condition of consent	Description	Future obligations																																		
Noise (Master Plan)																																				
Condition 11 – Operational Noise Criteria	<i>The Applicant shall comply with the following operational noise criteria.</i>	The extent of operational noise conditions will be assessed in the proposed EIS as part of the new SSDA to confirm where these conditions need to be modified.																																		
	<table border="1"> <thead> <tr> <th rowspan="2">Assessment Location</th> <th colspan="3">Intrusiveness Criteria L_{Aeq,15min} dB(A)</th> <th colspan="3">Amenity Criteria L_{Aeq,period} dB(A)</th> </tr> <tr> <th>Day</th> <th>Evening</th> <th>Night</th> <th>Day</th> <th>Evening</th> <th>Night</th> </tr> </thead> <tbody> <tr> <td>Location 1 – 69 Dennistoun Avenue</td> <td>48</td> <td>47</td> <td>46</td> <td>65</td> <td>47</td> <td>43</td> </tr> <tr> <td>Location 2 – 29 Dennistoun Avenue</td> <td>48</td> <td>46</td> <td>43</td> <td>65</td> <td>48</td> <td>44</td> </tr> <tr> <td>Location 3 – 64 Byron Road</td> <td>48</td> <td>46</td> <td>44</td> <td>65</td> <td>49</td> <td>43</td> </tr> </tbody> </table>	Assessment Location	Intrusiveness Criteria L _{Aeq,15min} dB(A)			Amenity Criteria L _{Aeq,period} dB(A)			Day	Evening	Night	Day	Evening	Night	Location 1 – 69 Dennistoun Avenue	48	47	46	65	47	43	Location 2 – 29 Dennistoun Avenue	48	46	43	65	48	44	Location 3 – 64 Byron Road	48	46	44	65	49	43	
Assessment Location	Intrusiveness Criteria L _{Aeq,15min} dB(A)			Amenity Criteria L _{Aeq,period} dB(A)																																
	Day	Evening	Night	Day	Evening	Night																														
Location 1 – 69 Dennistoun Avenue	48	47	46	65	47	43																														
Location 2 – 29 Dennistoun Avenue	48	46	43	65	48	44																														
Location 3 – 64 Byron Road	48	46	44	65	49	43																														

Condition of consent	Description	Future obligations								
Condition 12 – Operational Noise Criteria	<p><i>The Applicant shall comply with the following intermittent noise criteria.</i></p> <table border="1" data-bbox="392 477 1078 573"> <thead> <tr> <th data-bbox="392 477 772 501">Assessment Location</th> <th data-bbox="772 477 1078 501">L₁Criteria, dB(A)</th> </tr> </thead> <tbody> <tr> <td data-bbox="392 501 772 526">Location 1 – 69 Dennistoun Avenue</td> <td data-bbox="772 501 1078 526">L₁<40 + 15 = 56</td> </tr> <tr> <td data-bbox="392 526 772 551">Location 2 – 29 Dennistoun Avenue</td> <td data-bbox="772 526 1078 551">L₁<38 + 15 = 53</td> </tr> <tr> <td data-bbox="392 551 772 573">Location 3 – 64 Byron Road</td> <td data-bbox="772 551 1078 573">L₁<39 + 15 = 54</td> </tr> </tbody> </table>	Assessment Location	L ₁ Criteria, dB(A)	Location 1 – 69 Dennistoun Avenue	L ₁ <40 + 15 = 56	Location 2 – 29 Dennistoun Avenue	L ₁ <38 + 15 = 53	Location 3 – 64 Byron Road	L ₁ <39 + 15 = 54	The extent of operational noise conditions will be assessed in the proposed EIS as part of the new SSDA to confirm where these conditions need to be modified.
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Location 3 – 64 Byron Road	L ₁ <39 + 15 = 54									
Condition 13 – Noise Monitoring	<p><i>During these operations, the Applicant shall:</i></p> <p><i>(a) Conduct regular monitoring of the operational noise levels of the development to check whether the operations, which are subject to this consent, are complying with the specified noise criteria;</i></p> <p><i>(b) Keep detailed records of the results of this monitoring;</i></p> <p><i>(c) Submit the detailed records of this monitoring to the Director-General in the Annual Environmental Management Report; and, if any non-compliance is detected,</i></p> <p><i>(d) Take immediate action to ensure compliance.</i></p>	The extent of operational noise conditions will be assessed in the proposed EIS as part of the new SSDA to confirm where these conditions need to be modified.								
Condition 14 – Noise Management Plan	<p><i>The Applicant shall prepare and implement a Noise Management Plan for the whole site. This plan must:</i></p> <p><i>(a) Identify the potential sources of noise during operations;</i></p> <p><i>(b) Specify the noise criteria for these operations;</i></p> <p><i>(c) Describe in detail what actions and measures would be implemented to ensure that these operations would comply with the relevant noise criteria;</i></p> <p><i>(d) Describe how the effectiveness of these actions and measures would be monitored during the life of the development, clearly indicating who would conduct the monitoring, how often this monitoring would be conducted, how the results of this monitoring would be recorded and reported to the Director-General; and if any non-compliance is detected</i></p> <p><i>(e) Describe what procedures would be followed to ensure compliance.</i></p>	The extent of operational noise conditions will be assessed in the proposed EIS as part of the new SSDA to confirm where these conditions need to be modified.								

Condition of consent	Description	Future obligations
Acoustic Wall (Central Precinct)		
Condition 15	<i>Within 1 year of this consent, the Applicant shall fully construct the proposed acoustic wall to the north-western corner of the Central Precinct along the Dennistoun Avenue frontage of the site.</i>	Requirement for an acoustic wall to be maintained at the north western corner of the site.



6.1.2. Access

Transport, access and parking

A Traffic Impact Assessment will be prepared by Ason Group and accompany the EIS. The existing site access points are designed in accordance with the conditions of approval from the DA 264-09-01 development approval (refer

Figure 25). Heavy vehicles access the via Loftus Road (all movements permitted) and Byron Road (left-in and right-out only). The Dennistoun Avenue access is exclusive to light vehicles only. There are two carpark access points on Byron Road (Onelink and Toll).

Traffic to and from the site is provided through one of four routes (refer **Figure 19**) which include:

- Cumberland Highway/Woodpark Road/Fairfield Road/Dursley Road/Loftus Road–Byron Road (south).
- Cumberland Highway/Sturt Street/McCredie Road/Fairfield Road/Dursley Road/Loftus Road–Byron Road (south).
- The Horsley Drive/Polding Street (north)/Fairfield Road/Dursley Road/Loftus Road–Byron Road (south).
- The Horsley Drive/Fairfield Street/Pine Road/Loftus Road–Byron Road (south).

Figure 25 Existing site access points



Source: Ason Group

The EIS will provide a comprehensive assessment of the likely transport and traffic impacts of the proposed development, including the future traffic generation and infrastructure improvements to mitigate, minimise or manage the potential impacts.

Car parking associated with the future warehouse building will be provided in accordance with relevant rates in accordance with TfNSW requirements. Existing and likely future sustainable transport modes will be addressed as part of the Transport and Accessibility Assessment, including public transport, cycling and walking.

The Traffic Impact Assessment will take into consideration the impact of both the construction and operational phases of the development on the local road network and its cumulative impact with other development in the area. This includes ensuring during the construction period, when multiple sites in the vicinity have commenced works, that the local road network is not at capacity. Similarly, given the proposals nature as a warehouse and distribution centre, consideration will be given to the impact on the local road network during the operation phase, particularly vehicles entering and exiting the site, and how this impacts traffic with the neighbouring employment uses and residential areas.

The Traffic Impact Assessment will address key conditions of approval from the development consent for DA 264-09-01 in relation to operational traffic and transport. The key conditions which relate to traffic and access, which will need to be amended to respond to the proposed development are detailed in Table 11 below.

Table 11 Summary of 'notable' Conditions of Consent (DA 264-09-01) relating to traffic

Condition of consent	Description	Future obligations
Heavy Vehicle (Master Plan)		
Condition 15 – Heavy Vehicle Routes	<p><i>All heavy vehicles coming to or leaving the site shall use one of the following heavy vehicle routes:</i></p> <p><i>(a) Cumberland Highway/Woodpark Road/Fairfield Road/Dursley Road/Loftus Road-Byron Road (South);</i></p> <p><i>(b) Cumberland Highway/Sturt Street/McCredie Road/Fairfield Road/Dursley Road/Loftus Road-Byron Road (South);</i></p> <p><i>(c) The Horsley Drive/Polding Street (North)/Fairfield Road/Dursley Road/Loftus Road-Byron Road (South); or</i></p> <p><i>(d) The Horsley Drive/Fairfield Street/Pine Road/Loftus Road-Byron Road (South). If there are any significant changes to the local road network during the life of the development, then these routes may be varied with the written approval of the Director-General.</i></p>	Requirement of a Transport Assessment / Traffic Impact Assessment to understand the existing/remaining capacity on the listed roads, in order to support the capacity of future proposals.
Road Access (Master Plan)		
Condition 17 – Road Access	<i>Heavy vehicles using the Byron Road (South) entrance shall be restricted to left in/right out turning movements.</i>	The Byron Road southern entrance into the site to be a left in / right out only.
Heavy vehicle movement restrictions (Master Plan)		
Condition 25 – Heavy Vehicle Movement Restrictions	The site shall not generate more than 1,450 heavy vehicle movements (in plus out) a day without the written approval of the Director-General.	<p>There will be a limit as to how many heavy vehicles can access the site each day, which may limit the amount activity within the site.</p> <p>In order to vary the maximum number of heavy vehicles, a Traffic Assessment Report is required to review heavy vehicle movement, outlining the requirements under Condition 27.</p>
Condition 26	<p><i>The Applicant shall:</i></p> <p><i>(a) Keep a detailed log of all heavy vehicle movements generated by the site:</i></p>	Requirement to record heavy vehicle movements generated within the site at the requested time periods.

Condition of consent	Description	Future obligations
	<ul style="list-style-type: none"> ▪ <i>For one full week every six months, while the site is generating less than 1,000 heavy vehicle movements a day; and</i> ▪ <i>For one full week every three months, while the site is generating between 1,000 and 1,450 heavy vehicle movements a day; and</i> <p><i>(b) Include the detailed results of this monitoring in the Annual Environmental Management Report.</i></p>	
Condition 27	<p><i>When seeking a variation to the maximum number of heavy vehicle movements, the Applicant shall submit a detailed Heavy Vehicle Review report to the Director-General. This report must:</i></p> <p><i>(a) Set out the results of the heavy vehicle movements monitoring;</i></p> <p><i>(b) Propose a variation to these restrictions;</i></p> <p><i>(c) Identify the potential impacts associated with this proposed variation;</i></p> <p><i>(d) Assess these potential impacts in detail;</i></p> <p><i>(e) Explain how these potential impacts would be mitigated or managed; and</i></p> <p><i>(f) Demonstrate that the proposed variation could be accommodated without generating any significant impacts on the road network or surrounding residential areas.</i></p> <p><i>After reviewing this report and consulting with both Council and the Community Consultative Committee, the Director-General may vary the heavy vehicle restrictions in Condition 25.</i></p>	The Traffic Assessment Report required under Condition 25 needs to outline these requirements.

6.1.3. Built Environment

Built form and urban design

An architectural plan has been prepared by SBA Architects and is attached in **Appendix B**. The proposed built form responds to the changing demand for employment uses, identified in the Cumberland Employment Lands Strategy, which require warehouse fitout and configuration that responds to advanced technologies and enhance supply chain efficiencies. The proposed development will establish a new built form interface along the northern and southern edge of the site along Dennistoun Avenue and Loftus Road. The height, bulk and scale of the development with respect to surrounding context will be a key issue to be addressed as part of the architectural design and urban design analysis. This will include a comprehensive response in relation to:

- The interface with existing development and adjoining development under construction and the public domain;

- Ensure design quality is achieved in the architectural design elements including site layout, siting and design, vistas and connectivity, street activation, pedestrian spaces, building massing, articulation, materials and finishes;
- Relationship of maximum building height to adjoining residential development to the north and provide a transition in building heights towards the edges of the site and provide variation in the design; and
- Visual impact when viewed from the public domain and key vantage points around the site.

The EIS will outline the proposed development in detail, including site preparation works and the proposed building works for Stage 1. The final architectural package and urban design report will detail the rationale for the siting and layout of the proposed development, including vehicle access arrangements.

6.1.4. Landscape and Visual Impact

The proposed development will be supported by a Landscape Plan to ensure it meets environmental objectives relating to tree canopy and pervious surface requirements. The Landscape Plan will identify communal areas and landscape areas which will provide amenity to the estate and future workers.

The visual impact of the proposed warehouse buildings will be assessed in the EIS from vantage points outside of the site, in accordance with key view corridors from key open spaces and road corridors.

6.1.5. Heritage

Non-Indigenous Heritage

The site is not classified as a heritage item, nor is it located within a heritage conservation area. However, the site is in proximity to a State heritage listed item in the Linnwood Estate. A Heritage Impact Statement will be prepared assessing the potential impact of the proposed development on surrounding heritage items.

Aboriginal Heritage

An Aboriginal Cultural Heritage Assessment Report (ACHAR) is being prepared to assess the site for Aboriginal potential or heritage significance. The outcomes of the assessment will be detailed in the EIS. A management and mitigation protocol will ensure that any findings can be properly managed during the construction phases of the development.

6.1.6. Social

The proposed multi-storey distribution centre will support the delivery of warehouse and logistics floorspace in accordance with market demand and operational requirements.

The EIS and Social Impact Assessment will include detailed analysis and assessment of the potential social benefits associated with the proposal. This will include an assessment of any negative impacts associated with traffic generation or visual impact against the positive, long term social benefits from the creation of increased employment opportunities and local spending associated with the construction and operational phases. This assessment will conclude the social impact of the proposal on people's way of life, community, accessibility, decision making, culture, livelihoods, surroundings and health and wellbeing.

The Social Impact Assessment which was prepared in accordance with the *Social Impact Assessment Guidelines for State Significant Projects (2023)*.

6.1.7. Economic

The proposed multi-storey distribution centre will deliver significant economic benefits associated with the delivery of zoned, serviced industrial land and creation of jobs within a future employment precinct. The EIS and Economic Impact Assessment will include a detailed analysis of the location suitability, employment and economic value generated along with any other potential non-quantifiable economic benefits the proposed development may deliver.

6.1.8. Biodiversity

The majority of the site is developed, and the entire central precinct consists of buildings or hardstand areas with limited vegetation. The site is however defined by two clusters of vegetation situated within the north eastern and north western corners of the site, outside of the central precinct, which form landscape buffers

from adjoining uses to the east and west. There is no development proposed within these vegetation clusters.

The vegetation cluster within the north western corner is zoned C2 Environmental Conservation and contains drainage channels, whereas the cluster to the north east is zoned E4 General Industrial.

The proposed development and EIS will be accompanied by an Ecological Constraints Assessment to understand the quality of vegetation and biodiversity values within both clusters, and to identify mitigation measures to ensure minimal impacts as a result of the proposed development.

6.1.9. Land

Soil

The underlying geology and soil of the site will be detailed in the EIS and the geotechnical investigations will identify any acid sulfate soils, salinity, erosions or other forms of land degradation.

An Erosion and Sediment Control Plan will be prepared to detail measures and procedure to minimise and manage the generation of off-site sediment and dust transmission.

Geotechnical and contamination

The historic records indicate that the site was not subject to extensive landform modification or disturbance through widespread construction or build structure. The site currently contains an operational warehouse and distribution estate, which was approved under DA 264-09-01 in 2002. Based on historic land uses, land disturbance and contamination are likely to be limited.

Further detailed investigations will be undertaken to confirm the suitability of the site to accommodate the proposed development, including any site preparation works to be completed prior to operation. The EIS will detail any required works to be incorporated in the proposed development.

Earthworks

Early works earthworks are proposed to facilitate the development. Civil plans will be prepared to identify the amount of cut and fill required to facilitate the delivery of a multi-storey distribution centre within the Central Precinct of the site. The Civil works will consider the cumulative impacts and ensure no negative externalities will affect properties upstream and downstream of the site.

6.1.10. Water

Stormwater and Flood Management

The site is unaffected by the 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) flood events defined within existing flood mapping. The proposed development will be designed to address potential flood risks including an onsite detention basin.

A Stormwater Management Plan will be prepared to outline how the water quality and quantity will be managed across the site, including mitigation measures for upstream runoff such as rainwater tanks to capture water for potential re-use.

6.1.11. Air Quality

An Air Quality Assessment will be provided within the EIS and will consider potential impacts on local and regional air quality, including details of any proposed mitigation measures that will prevent (or reduce) the generation and emission of dust particles during construction. The construction and operation of the proposed development will be assessed against the cumulative air quality impacts of the surrounding employment precincts to ensure there are no major implications on air quality within the immediate surrounds.

6.1.12. Other Issues

Additional relevant issues to be addressed in the EIS includes the following:

Freight Intermodal upgrade

The site contains a freight intermodal facility within the southern portion of the site, between Stage 1 and Stages 2 and 3. The proposed development will include an upgrade of the existing freight intermodal facility within the site. The EIS will provide a breakdown of the proposed upgrade and how it will be staged and delivered in relation to the proposed development.

The site forms part of the WSFL Stage 2 corridor, identified as part of TfNSW's Future Transport Strategy, which will provide connectivity to the Outer Sydney Orbital and the Western Sydney International Airport. It is understood the delivery timeframe and alignment of the WSFL Stage 2 is yet to be determined. Consultation with TfNSW in relation to the WSFL Stage 2 to ensure the proposed development does not impede of the future delivery of the corridor, will be addressed within the EIS.

Utility and infrastructure delivery

The EIS will outline the adequacy of the existing potable water, sewer, electricity and telecommunications infrastructure to accommodate the proposed development, including any necessary upgrades to meet forecasted demand.

Ecologically sustainable development

The EIS will demonstrate the way in which Ecologically Sustainable Development (ESD) principles have been incorporated into the siting and design of the proposed development.

It will identify potential measures to be implemented into the building design and construction to minimise the environmental footprint of the development, including opportunities to avoid or minimise the demand for water, power, etc.

Waste management

The EIS will provide detailed measures to avoid, minimise or manage waste generated during the site preparation, construction and operation phases.

7. CONCLUSION

The purpose of this report is to request site-specific SEARs for the preparation of an EIS for a multi-storey distribution centre development, in accordance with the Concept proposal, at 81 Byron Road, Yennora.

The Concept proposal within the central precinct will provide 427,496m² of warehouse GFA and 22,000m² of office GFA across seven (7) warehouse buildings, supported by an internal road network, landscaped areas, communal spaces, biodiversity area and on-site detention basins.

The Applicant is committed to working with key stakeholders, including State government agencies and Cumberland Council to deliver a high-quality development.

This SEARs request outlines the approval pathway for the application, the legislative framework and the key matters for consideration in the assessment of the application. The EIS will demonstrate how the proposal is suitable for the site and the potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

We trust that the information detailed in this letter is sufficient to enable the Department to issue the site-specific SEARs to guide the preparation of the EIS.

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APPENDIX A

SCOPING SUMMARY TABLE

APPENDIX B

CONCEPT MASTER PLAN

APPENDIX C

STAGING PLAN

APPENDIX D

CIV REPORT

APPENDIX E

SITE APPROVAL HISTORY

