CUMBERLAND
CITY COUNCIL

Ref: OA2023/0006

04 July 2023

Stockland Development Pty Ltd
Level 27
133 Castlereagh Street
SYDNEY NSW 2000

Dear Sir/Madam,

Subject:	**Request for comments – SEARs (State Significant Development)**
Application No:	**OA2023/0006**
Property:	**14-54 Dennistoun Avenue, YENNORA**
Proposal:	**Yennora Multi-storey Distribution Centre (SSD-59076719)**

Reference is made to the Department of Planning, Industry and Environment referral received on 15 June 2023 inviting Council's comments on Planning Secretary's Environmental Assessment Requirements (SEARs) for the for the above-mentioned proposed development.

Council has reviewed the submitted information and the following response is provided.

Lot 1 in DP 1171076 (81 Byron Road, Yennora) does not exist in Council's records. The subject site is identified as Lot 21 in DP 1171076, known as 14-54 Dennistoun Avenue, Yennora. The applicant should verify the subject site.

Planning Comments:

1) The site is zoned part E4 General Industrial pursuant to the Cumberland Local Environmental Plan 2021 (CLEP 2021), where warehouse and distribution centre uses are permitted with consent, and part C2 Environment and Recreation, no development is proposed on this portion of land.

   The Concept approval proposes 22,000m^2 of office gross floor area across the seven (7) warehouse buildings. Commercial premises (which includes a business, office and retail premises) is prohibited in the E4 General Industrial Zone pursuant to the Cumberland Local Environmental Plan 2021, the proposed 'office' use will require further attention to determine if the proposed 'office' space is ancillary to ensure permissibility.

2) There are no building height controls for the subject site under CLEP 2021. However, it is noted that the Concept proposal seeks a significant building heights of up to 24.2m. The amenity impacts to the residential development within the vicinity of the subject site shall be taken into consideration.

3) The site-specific industrial controls for the subject site are contained in Part F3-3 Yennora Distribution Park. Attention to the following parts shall be considered as part of the

Consideration should be given to Part 3.2 Building setbacks, particularly along Dennistoun Avenue given the interface with the Residential zone/s.

Consideration of Part 3.4 – Vehicle access which outlines entrances into the site particularly for heavy vehicles and limitations to access from Dennistoun Avenue.

Consideration of Part 3.8 Remnant Vegetation and Appendix 2: Remnant Vegetation Areas in Yennora Distribution Park.

Development Engineer:

Flooding

1. The site is noted to be affected by local flooding during 1%AEP storm event or higher event up to PMF event. There may be chances of overland flow However, it is recommended that flood information be obtained from council, (if not already obtained). The information obtained must be the recent one. Appropriate flood risk assessment and management measures must be carried out including addressing the flood related controls as outlined in the council's flood risk management policy.

Stormwater Management

On-site detention Stormwater Detention (OSD) system

2. As a part of site stormwater management measure the stormwater runoff from the site must be controlled by appropriate stormwater management system. The site stormwater management system must incorporate the measures that comply with the following requirements.

    a. The stormwater runoff from the site must be managed by provision of the On-site detention (OSD) system as a part of the site stormwater management measures as specified under ***"Section G4 of Cumberland DCP 2021 and the Design Guidelines"***. The on-site detention system must be designed with the site storage requirement ***(SSR***) of ***300m^3/ha*** and the Permissible site discharge (***PSD***) of ***140 l/s/ha*** as the OSD parameters under ***Upper Parramatta River Catchment design handbook.***

    b. The stormwater system must be designed in accordance with the council's stormwater policy, guidelines etc.

    c. Unless the runoff is proposed to be directed into the water quality treatment system or rainwater tank, all the runoff from the site must be directed to the High Early Discharge (HED) control pit of the OSD system and the outflow from the OSD system must be disposed by gravity onto the appropriate council's stormwater system.

    d. The total runoff exceeding ***30 l/s*** from the site must be discharged into the nearby stormwater pipe system. Discharging of flow exceeding ***30l/s*** onto kerb & gutter is not permitted.

    e. The OSD system must be designed based on the ***Tail-water level*** at the point of discharge and the OSD storage adjusted accordingly. The tailwater level is either the 1%AEP flood level or he Grate Surface level of the pit, if proposed to be discharged into a kerb inlet pit.

f. Information on the point of disposal such as the council's stormwater system (Pipe /pit, channel etc.) on to which the site stormwater is intended to the discharged must be obtained from the relevant authority (Council, Sydney water, or RMS whichever is applicable). If the information is not available then by appropriate survey investigation and the details clearly shown on the survey investigation plan.

g. The existing overland runoff from the upstream property (if any) must not be blocked. It must be collected and safely disposed onto the street bypassing the site on-site detention system

h. A full set of stormwater plan incorporating the requirements must be submitted with the development proposal application.

3. Runoff from the site shall be routed through a sediment trap pit before it is discharged into Council's drainage system. Such sediment traps pits shall have a 200 mm sump below the invert level of the outlet pipe.

4. The runoff from one catchment shall not be redirected into another catchment.

5. Erection of any structure over the public stormwater pipe line is not supported. Any structure lust be clear of the clearance/ exclusion zone and must not cause the zone of influence of the structural load to fall into the stormwater pipe.

- *It is noted that there are several existing 1200mm dia reinforced cement concrete stormwater pipeline running across the site in the North-south direction.*
- *Building over the pipe is not supported.*
- *In addition, the existing overland flood must not be blocked or redirected from it natural flow direction (water course).*
- *In order to protect the existing stormwater pipeline, drainage easement of appropriate width as required by council's policy must be created covering the pipe line.*

Subsoil drainage and basement pump-out system

6. Any basement proposed, must incorporate the subsoil drainage and the basement pump-out system. ***No details are provided***. Provision must be made for the collection and disposal of subsoil drainage around the periphery of the basement and the runoff generated from the exposed are of the driveway. The pump-out system must be capable of pumping out the collected subsoil drainage water at regular interval, at the flow rate not exceeding equivalent flow of 1%AEP storm event 5-minutes duration, without causing much noise and nuisance to pedestrians on the footpath/street, and also be capable of holding the stormwater during the pump failure for event up to and including 1% AEP 12 hours duration with the following provision.

    a. a minimum underground storge equivalent to 1% AEP 90 minutes storm event storage volume.
    b. The remaining balance of the storage can be above ground around the pump-out tank.
    c. a freeboard of at least 150mm must be provided for the car spaces and/or other storage area.

7. The exposed area of the driveway that generates runoff leading into the basement pump-out system must not exceed ***60m^2 or 5% of the basement area, whichever is less.***

Water Sensitive Urban Design (WSUD) measures / Stormwater Quality Improvement Devices

8. In accordance with the ***Section2.5 and 2.7 Cumberland DCP2021 Part G4***, the development must incorporate the ***Water Sensitive Urban Design (WSUD)*** measures to comply with the controls outlined therein and achieve the pollutant removal targets. The WSUD measure must accompany a MUSIC model.

    a. *The surface runoff from the impervious area such as the roof, car parking area, driveway and roads must be directed to the water quality treatment systems. In this regard,*

    b. *Arrangement must be made to collect and separate the first flush, i.e., the initial flow that contains high concentration of pollutants such as the initial flow equivalent to approx. 1 in 3 month's flow from each catchment, to be collected and treated fully without being escaped untreated. In this regard, a device known as high-flow bypass chamber (also termed as high-flow diversion chamber) shall be employed to separate the initial flow (first flush) which is allowed to pass through a low level flow outlet into the water quality treatment / filtration system, and the flow exceeding that rate to be discharged through the high level overflow or outlet pipe into the OSD system.*

        i. *The flow must be controlled by appropriate mechanism such as orifice/ opening to allow the first flush flow through the lower outlet (the flow exceeding that equivalent flow must be directed into to the OSD system).*
        ii. *Appropriate number of devices must be provided sufficient treatment rate equivalent to the flow rate of the segregated flow containing concentrated pollutants and ensure that no flow escapes or bypass the treatment system.*
        iii. *The required provision must be shown on the drawing. In this regard, cross-sectional details of the treatment system with the respective levels of other components must be prepared to ensure that the HGL from the treatment system is consistent and at a higher level, and that there is no backflow into the treatment system*

        iv. *If the outflow from the treatment system, is not connected back into the OSD system then, the site permissible discharge rate must be reduced by the flow equivalent to the outflow from the treatment system, and the orifice size be adjusted accordingly.*

    c. *The pollution removal targets must be demonstrated with the supporting documents including the MUSIC model with the input parameters and output results. Further, the removal efficiency parameters input in the model must be consistent with the manufacturer's pollutant removal efficiency.*

    d. *Electronic copy of the MUSIC models must be submitted accompanying the input and output parameters/ results.*

    e. *A regular minor and major maintenance schedule must be implemented.*

Traffic and the vehicular Access to the site:

Traffic report

9. A Traffic Impact Assessment (TIA) report must be prepared due to the impact of the proposal. The TIA report shall address the impacts of the proposed development, and must

address the issues related to queuing, parking, traffic generation, entry and exit related matters including the following information.

a. details of all traffic types and volumes likely to be generated during construction, and operation phase, including a description of key access / haul routes

b. An assessment of existing traffic situation (heavy vehicles and light vehicles) and their impacts on the immediate and surrounding road networks including cumulative traffic impact.

c. an assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model

d. numbers and location of loading dock, waiting/queuing bay, on-site parking provisions, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards

e. details of the largest vehicle anticipated to access and move within the site, including internal movement swept path analysis

f. swept path clearance diagrams depicting largest vehicles entering, exiting, and manoeuvring throughout the site.

10. As the vehicle must enter and exit the site in ***forward direction***, ***turning area*** for the largest vehicles (including rigid vehicles/ trucks) must be provided which must be demonstrated by swept path clearance diagram. The details must be shown on the plan.

11. The frequency, and number of movements of heavy vehicles to from the warehouses must be provided to assess the cumulative impact of the heavy vehicles at any particular access location, particularly the peak hour time for the heavy vehicles, as well as the normal traffic peak hour times. This should include the cumulative traffic at each of the vehicular access location (number of heavy vehicle and the light vehicle traffic should be provided) and ensure that the heavy vehicle traffic do not interfere with the passenger car traffic. The entry and exit access point must have sufficient provision to manage the volume of traffic at peak hours and ensure that no congestion results.

    A plan should be provided showing the movement of heavy vehicles for the warehouse.

12. The ***sight line and sight distance*** at the entry/exit location must demonstrate compliance with requirements as specified in AS2890.1.2004, AS2890.2.2004, and AS2890.6-2009. Details such as heights of fencing/obstructions, parked vehicles on the road, or other structures adjacent to the driveway (Entry/exit), shall be taken into considered in the design. A minimum sight line and distance as specified in the section 3.2.4 of AS2890.1.2004/2890.2-2002 must be complied.

Parking, Manoeuvrability, and swept path

13. The parking provision must comply with the requirements and controls as outlined in ***Section G3 of Cumberland DCP 2021, Part G***, together with the general requirements as specified in ***AS2890.1-2004***.

    The parking spaces are to be based on the type of the land use within the site. The reconstruction of ***Building 3*** *will require 42 car spaces for warehouse use and 25 car spaces*

*for office use. Similarly, enlargement of **Building 8A** will require 29 parking spaces for warehouse use and 15 spaces for office use.*

14. The car spaces aisle width must be appropriately dimensioned and comply with AS2890.1-2004/2890.2-2002.

15. The parking spaces must be dimensioned and numbered appropriately including allocation to each of the warehouses to ensure that the parking demand meets with the provision.

16. Appropriate number of ***Loading/unloading docks*** must be provided, thar are appropriate for use by the ***type of the vehicles to be used for the development***. All these provisions must comply with the requirements outlined in relevant sections of Australian Standard ***(AS1428.1-2002, AS2894.6-2009***). The headroom clearance up to the loading bay must also comply with the requirements for the type of vehicle to be used.

17. Appropriate pedestrian walkway line markings to and from the car parking area up to the access lift/ staircase shall be provided to improve pedestrian safety and prevent conflict with the vehicular traffic.

18. Parking spaces in stacked in tandem are not acceptable. Each parking space must have independent and unobstructed access. Plan clearly showing he allocated parking spaces must be provided.

19. Swept path clearance diagram of manoeuvring vehicles while another vehicle in opposite direction shall be prepared at the critical locations as follows.
    a. Entry and Exit access from the street level to the car parking area and loading/unloading area.
    b. Manoeuvring through the driveway ramp from one level into another level of parking area
    c. Manoeuvring within the internal circulation road with vehicle in opposite direction wherever applicable.
    d. Similar requirement applies for the rigid vehicles for entry and exit manoeuvring up to the loading area, and manoeuvring within the site including to entry into the loading bay, waiting area, and turning area etc.

<u>Developer contributions</u>

Council developer contributions apply to the application. Generally, the contribution amount will be 1% of the cost of development works. A detailed QS report should be prepared to ensure the contribution amount is accurately charged.

Should you have any further enquiries please do not hesitate to contact Haroula Michael on 8757 9403 in relation to this matter.

Yours faithfully,

Michael Lawani
Coordinator Major Development Assessment

Transport for NSW

21 June 2023

TfNSW Reference: SYD23/00362/03
DPE Reference: SSD-59076719

Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Patrick Copas

EXHIBITION OF EIS - MULTI STOREY DISTRIBUTION CENTRE
81 BYRON ROAD YENNORA

Dear Patrick,

Reference is made to your correspondence dated 8 June 2023, requesting Transport for NSW (TfNSW) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

TfNSW has reviewed the submitted scoping report and other supporting documentation and provides the following advice for consideration to the draft SEARs located in and identified as **Attachment A** – Key Issues.

Should you have any questions relevant to the above, please contact Jason Liang via development.sydney@transport.nsw.gov.au.

Yours Sincerely,

Pahee Rathan
Senior Land Use Assessment Coordinator
Western & Central Greater Sydney

Attachment A – Key Issues

Transport and Accessibility

Provide a transport and accessibility impact assessment, which includes, but is not limited to the following:

1. Details of all traffic types and volumes likely to be generated by the proposed development during construction and operation, including a description of haul route origins and destinations, including:

    a) Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required).

    b) Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (i.e.; turn paths, sight distance requirements, aisle widths, etc.).

    c) Proposed number of car parking spaces and compliance with the appropriate parking codes.

    d) Details of service vehicle movements (including vehicle type and likely arrival and departure times).

    e) Detailed plan of proposed layout of internal road network to demonstrate that the site will be able to accommodate the most productive vehicle types and parking on site in accordance with the relevant Australian Standard and Council's Development Control Plan.

    f) Provide a swept path analysis in accordance with Austroads turning templates to demonstrate that the largest vehicle likely to utilise the access can enter and exit the driveway in a forward direction and manoeuvring throughout the site.

    g) An assessment of the forecast impacts on traffic volume generated on road safety and capacity of road network including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model as prescribed by TfNSW.

    h) Details of road upgrades, infrastructure works, or new roads or access points required for the development.

    i) Details of the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand for the proposed development.

j) Measures to integrate the development with the existing/future public transport network.

k) Measures to ameliorate any adverse traffic and transport impacts due to the development based on the above analysis, including:
    i. travel demand management programs to increase sustainable transport (such as a Green Travel Plan).

l) The preparation of a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:
    i. assessment of cumulative impacts associated with other construction activities (if any);
    ii. an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity.
    iii. details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process.
    iv. details of anticipated peak hour and daily construction vehicle movements to and from the site.
    v. details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle.
    vi. details of temporary cycling and pedestrian access during construction.

m) The preparation of a drainage study to identify pre and post overland flow and site drainage. The study should also identify establish the existing infrastructure volume and capacity if being relied on by the development and the associated impact if any.

n) Details on previous Stages (if relevant) and the integration of the whole project as it relates to road infrastructure and traffic levels.

Consultation

During the preparation of the EIS, the Applicant must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular the Applicant must consult with Transport for NSW.

Statutory and Strategic Framework

The applicant is to demonstrate that the proposal is generally consistent with all relevant environmental planning instruments including:

- State Environmental Planning Policy (Industry and Employment) 2021.
- State Environmental Planning Policy (Transport and Infrastructure) 2021.
- State Environmental Planning Policy (Precincts – Western Parkland City) 2021.

In addition (but not limited to) the following plans and reports:

- Future Transport 2056 and supporting plans.
- Guide to Traffic Generating Developments (Roads and Maritime Services, 2002).
- NSW Freight and Ports Plan 2018-2023.
- Guidelines for Planning and Assessment of Road Freight Access in Industrial Areas.
- Cycling Aspects of Austroads Guides.
- NSW Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources (DIPNR), 2004).
- Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments (Austroads, 2020).
- Australian Standard 2890.3 Parking facilities, Part 3: Bicycle parking (AS 890.3).

Transport for NSW

Planning and Assessments
Department of Planning and Environment
Locked Bag 5022
Parramatta NSW 2124

Attention: Patrick Copas 22 June 2023

STATE SIGNIFICANT DEVELOPMENT APPLICATION
Secretary's Environmental Assessment Requirements **Stage – SSD-59076719**
81 Byron Road, Yennora – Lot 21 in DP 1171076

Dear Sir/Madam,

I refer to the Department's Major Project Portals' notification for the above State Significant Development application.

The Department is advised that TfNSW (Sydney Trains), via Instrument of Delegation from the Secretary of Transport and from TAHE (Transport Asset Holding Entity), has been delegated to act as the rail authority for the heavy rail corridor, electrical supply authority, and Agent on behalf of the Land Owner; and to process the review of this proposal.

TfNSW (Sydney Trains) has reviewed the preliminary information associated with the draft SEARs, and advises that in order to protect rail land, assets, operations, and to ensure a safe and reliable rail service, it is requested the Department include the following item(s) into the SEARs where issued:

- Consultation prior to the lodgement of the Environmental Impact Statement with Sydney Trains.
- Inclusion of the following documentation with the lodgement of the Environmental Impact Statement:
    - Detailed plans clearly demonstrating proposed works to the intermodal facility and tracks with measurements clearly denoting the proximity of works proposed to the nearest rail infrastructure & assets.
    - A rail impact assessment that addresses:
      - Whether the upgrade of the intermodal facility will result in an increase in the frequency of trains traversing the heavy rail corridor
    - Evidence of adherence to the Department of Planning, Industry and Environments' document titled "*Development near Rail Corridors and Busy Roads – Interim Guideline" 2008*.

Please contact the TfNSW (Sydney Trains) Town Planning Management team via email to DA_sydneytrains@transport.nsw.gov.au should you wish to discuss this matter. Finally, TfNSW (Sydney Trains) requests that when the SEARs is issued, notification is provided by the Department.

Please contact the TfNSW (Sydney Trains) Town Planning Management team via email to DA_sydneytrains@transport.nsw.gov.au should you wish to discuss this matter. Finally, TfNSW (Sydney Trains) requests that when the Determination is issued, notification is provided by the Department.

Sincerely,

Linda Tran
Assistant Town Planning Officer
Transport for NSW

Patrick Copas

From: Linda Tran [redacted]
Sent: Friday, 23 June 2023 10:04 AM
To: Patrick Copas
Cc: DA Sydneytrains
Subject: Yennora Multi-storey Distribution Centre(SSD-59076719)
Attachments: Checklist for ALCAM Assessment v3 23_04_2020.pdf

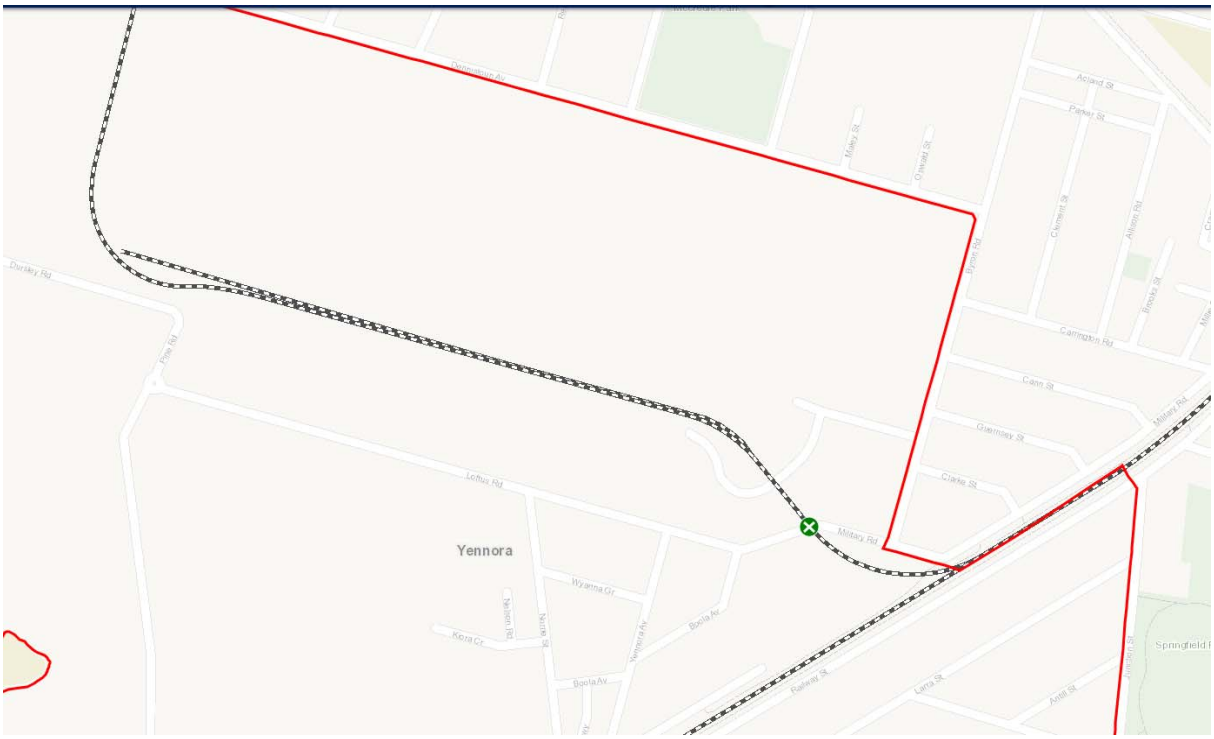
Importance: High

Hi Patrick,

Thank you for providing Sydney Trains with an opportunity to provide a SEARS response for SSD-59076719. Further to our formal response, we also note that there is the Level Crossing located on Military Road (Boola Avenue) is close proximity to the proposed development. To ensure that potential rail impacts have been captured adequately, are you able to please include the following point and Attachment in your final SEARS response?

- A Traffic Impact Assessment which incorporates the Military Road (Boola Avenue) crossing and any associated risks from the construction period and post-development traffic movement; including current traffic data (both pedestrian and vehicular movements) and post-development data, and any resulting impacts when safety infrastructure is activated (boom gates down/ 'stop' lights flashing).

In addition, the *attached Level Crossing Checklist* must be completed, inclusive of all relevant data to be provided with comments to assist the assessment.



Any queries, please feel free to reach out.

Kind regards,

Linda Tran
Assistant Town Planning Officer
Land & Maritime Planning

Property Group - Commercial, Performance & Strategy
Infrastructure and Place
Transport for NSW

DA_sydneytrains@transport.nsw.gov.au

7 Harvest Street, Macquarie Park NSW 2113
PO Box 459, Burwood NSW 1805

Transport for NSW

I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

Information required from developers for ALCAM assessment

Suburb: **Level crossing Road:**

Data Item	Description	Comment/Details
1	Current annual average daily vehicular traffic (AADT) over the level crossing	
2	Current Percentage of heavy vehicles over the level crossing	*Number of heavy vehicles (as defined in the Heavy Vehicle National law) as a percentage of the AADT*
3	Current peak hour traffic volume over the level crossing	
4	Forecasted Annual average daily vehicular traffic (AADT) over the level crossing on completion of the proposed development	
5	Forecasted Percentage of heavy vehicles over the level crossing on completion of the proposed development	*Forecasted Number of heavy vehicles (as defined in the Heavy Vehicle National law) as a percentage of the AADT*
6	Forecasted peak hour traffic volume over the level crossing on completion of the proposed development	
7	Forecasted Annual average daily vehicular traffic (AADT) over the level crossing during the construction phase of the proposed development	
8	Forecasted Percentage of heavy vehicles over the level crossing during the construction phase of the proposed development	*Forecasted Number of heavy vehicles (as defined in the Heavy Vehicle National law) as a percentage of the AADT*
9	Forecasted peak hour traffic volume over the level crossing during the construction phase of the proposed development	
10	Is frequent queueing across the level crossing currently occurring?	*Queueing occurs when vehicles are stationary across the level crossing due to traffic congestion*
11	Is short stacking of vehicles currently occurring at the level crossing?	*Vehicles stopping on the railway tracks due to factors involving short storage or stacking distances between the crossing and a nearby intersection*
12	Is frequent queueing across the level crossing forecasted to occur after completion of the proposed development?	*Queueing occurs when vehicles are stationary across the level crossing due to traffic congestion*
13	Is short stacking of vehicles forecasted to occur at the level crossing after completion of the proposed development?	*Vehicles stopping on the railway tracks due to factors involving short storage or stacking distances between the crossing and a nearby intersection*
14	Is frequent queueing across the level crossing forecasted to occur during construction phase of the proposed development?	*Queueing occurs when vehicles are stationary across the level crossing due to traffic congestion*
15	Is short stacking of vehicles forecasted to occur at the level crossing during construction phase of the proposed development?	*Vehicles stopping on the railway tracks due to factors involving short storage or stacking distances between the crossing and a nearby intersection*

Information required from developers for ALCAM assessment

16	For Active crossings: Is the current sighting of level crossing controls (Flashing lights and booms) for motorists approaching the level crossing likely to be affected after completion of the development?	
17	For Passive crossings: Is the sighting of trains for motorists approaching the level crossing likely to be affected after completion of the development?	
18	For Active crossings: Is the current sighting of level crossing controls (Flashing lights and booms) for motorists approaching the level crossing likely to be affected during construction phase of the proposed development?	
19	For Passive crossings: Is the sighting of trains for motorists approaching the level crossing likely to be affected during construction phase of the proposed development?	
20	Current annual average daily pedestrian volume using the pedestrian crossing	*Pedestrians includes cyclists. Data to be provided for each pedestrian crossing if there is more than 1 pedestrian crossing*
21	Forecasted Annual average daily pedestrian volume using the pedestrian crossing after completion of the proposed development	*Pedestrians includes cyclists. Data to be provided for each pedestrian crossing if there is more than 1 pedestrian crossing*
22	Current peak hour pedestrian volume using the pedestrian crossing	*Pedestrians includes cyclists. Data to be provided for each pedestrian crossing if there is more than 1 pedestrian crossing*
23	Forecasted Peak hour pedestrian volume using the pedestrian crossing after completion of the proposed development	*Pedestrians includes cyclists. Data to be provided for each pedestrian crossing if there is more than 1 pedestrian crossing*
24	Forecasted Annual average daily pedestrian volume using the pedestrian crossing during the construction phase of the proposed development	*Pedestrians includes cyclists. Data to be provided for each pedestrian crossing if there is more than 1 pedestrian crossing*
25	Forecasted Peak hour pedestrian volume using the pedestrian crossing during the construction phase of the proposed development	*Pedestrians includes cyclists. Data to be provided for each pedestrian crossing if there is more than 1 pedestrian crossing*
26	Will there be a need for an additional pedestrian crossing due to altered pedestrian site lines as a result of the proposed development?	*A change in the way people access the level crossing or pass through the level crossing may change due to the development. E.g. development on the other side of the road from an existing pedestrian crossing etc.*

General Note: Developers should specify what standards or authority/regulatory guidelines were used in their data collection and forecasting

Name of person providing above data:	
Organisation:	
Signature:	**Date:**

Department of Planning and Environment

Our ref: DOC23/554534
Your ref: SSD-59076719

Patrick Copas
Planning Group
Department of Planning and Environment
4 Parramatta Square, 12 Darcy Street
PARRAMATTA NSW 2150

27 June 2023

Subject: Request for advice on SEARs - Yennora Multi-storey Distribution Centre (SSD-59076719)

Dear Mr Copas

Thank you for your request of 8 June 2023 for input from Environment and Heritage Group (EHG) within the Biodiversity and Conservation Division on the Planning Secretary's environmental assessment requirements (SEARs) for the Yennora Multi-storey Distribution Centre State Significant Development (SSD) proposal.

EHG has reviewed the Scoping Report prepared by Urbis dated 2 June 2023 and recommends the proponent address the requirements provided in Attachment A.

Please note the Biodiversity Development Assessment Report (BDAR) required under point (1) must meet the requirements of *Biodiversity Assessment Method 2020* (BAM), relevant BAM operational manuals, relevant legislation, and other sources of information such as survey guidelines and other BAM resources. It must also contain the minimum information requirements specified in Appendix K (or Appendix L if a streamlined assessment was undertaken) of BAM 2020. This includes minimum information requirements for the spatial data associated with survey and assessment as required under point (4) of the EHG biodiversity environmental assessment.

Should a waiver to the requirement for a BDAR be sought, it must be clearly demonstrated that the proposed development is not likely to have any significant impact on biodiversity values. Development that requires clearing of native vegetation or additional biodiversity impacts as prescribed by clause 6.1 of the *Biodiversity Conservation Regulation 2017* is likely to require a BDAR.

Any request for a BDAR waiver is to include the information requirements set out in Tables 1 and 2 of the DPIE guidelines on How to apply for a biodiversity development assessment report waiver for a Major Project Application. The proponent can find further information on the BDAR waiver process on the Department's Biodiversity development assessment report waiver webpage.

Should you have any queries regarding this matter, please contact Richard Bonner, Senior Conservation Planning Officer on 9995 6917 or richard.bonner@environment.nsw.gov.au.

Yours sincerely

S. Harrison

Susan Harrison
Senior Team Leader Planning
Greater Sydney Branch
Biodiversity and Conservation

Attachment A – EHG Environmental Assessment Requirements

Biodiversity
1. Biodiversity impacts related to the proposed development are to be assessed in accordance with Section 7.9 of the *Biodiversity Conservation Act 2016* (BC Act),the *Biodiversity Assessment Method 2020* (BAM) and documented in a Biodiversity Development Assessment Report (BDAR). The BDAR must include information in the form detailed in the BC Act (s. 6.12), *Biodiversity Conservation Regulation 2017* (s. 6.8) and the BAM, including an assessment of the impacts of the proposal (including an assessment of impacts prescribed by the regulations). 2. The BDAR must document the application of the avoid, minimise and offset framework including assessing all direct, indirect and prescribed impacts in accordance with the BAM. 3. The BDAR must include details of the measures proposed to address the offset obligation as follows: • The total number and classes of biodiversity credits required to be retired for the development/project. • The number and classes of like-for-like biodiversity credits proposed to be retired. • The number and classes of biodiversity credits proposed to be retired in accordance with the variation rules. • Any proposal to fund a biodiversity conservation action. • Any proposal to conduct ecological rehabilitation (if a mining project). • Any proposal to make a payment to the Biodiversity Conservation Fund. If seeking approval to use the variation rules, the BDAR must contain details of the reasonable steps that have been taken to obtain requisite like-for-like biodiversity credits. 4. The BDAR must be submitted with all spatial data associated with the survey and assessment as per the BAM. 5. The BDAR must be prepared by a person accredited in accordance with the Accreditation Scheme for the Application of the *Biodiversity Assessment Method Order 2017* under s. 6.10 of the BC Act.

Water and Soils
6. The modification must map the following features relevant to water and soils including: a. Acid sulfate soils (Class 1, 2, 3 or 4 on the Acid Sulfate Soil Planning Map). b. Rivers, streams, wetlands, estuaries (as described in the BAM) c. Wetlands (as described in the BAM). d. Groundwater. e. Groundwater dependent ecosystems. f. Proposed intake and discharge locations. 7. The modification must describe background conditions for any water resource likely to be affected by the development, including: a. Existing surface and groundwater. b. Hydrology, including volume, frequency and quality of discharges at proposed intake and discharge locations. c. *Water Quality Objectives* (as endorsed by the NSW Government) including groundwater as appropriate that represent the community's uses and values for the receiving waters. d. Indicators and trigger values/criteria for the environmental values identified at (c) in accordance with the *ANZECC (2000) Guidelines for Fresh and Marine Water Quality and*/or local objectives, criteria or targets endorsed by the NSW Government. *e.* *Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions* 8. The modification must assess the impact of the development on hydrology, including: a. Water balance including quantity, quality and source. b. Effects to downstream rivers, wetlands, estuaries, marine waters and floodplain areas. c. Effects to downstream water-dependent fauna and flora including groundwater dependent ecosystems. d. Impacts to natural processes and functions within rivers, wetlands, estuaries and floodplains that affect river system and landscape health such as nutrient flow, aquatic connectivity and access to habitat for spawning and refuge (e.g. river benches). e. Changes to environmental water availability, both regulated/licensed and unregulated/rules-based sources of such water. f. Mitigating effects of proposed stormwater and wastewater management during and after construction on hydrological attributes such as volumes, flow rates, management methods and re-use options. g. Identification of proposed monitoring of hydrological attributes.

Flooding

9. The modification must map the following features relevant to flooding as described in the *Floodplain Development Manual 2005 (NSW Government 2005)* including:
    a. Flood prone land.
    b. Flood planning area, the area below the flood planning level.
    c. Hydraulic categorisation (floodways and flood storage areas).
    d. Flood Hazard.
10. The modification must describe flood assessment and modelling undertaken in determining the design flood levels for events, including a minimum of the 5% Annual Exceedance Probability (AEP), 1% AEP, flood levels and the probable maximum flood, or an equivalent extreme event.
11. The modification must model the effect of the proposed development (including fill) on the flood behaviour under the following scenarios:
    a. Current flood behaviour for a range of design events as identified above. This includes the 0.5% and 0.2% AEP year flood events as proxies for assessing sensitivity to an increase in rainfall intensity of flood producing rainfall events due to climate change.
12. Modelling must consider and document:
    a. Existing council flood studies in the area and examine consistency to the flood behaviour documented in these studies.
    b. The impact on existing flood behaviour for a full range of flood events including up to the probable maximum flood, or an equivalent extreme flood.
    c. Impacts of the development on flood behaviour resulting in detrimental changes in potential flood affection of other developments or land. This may include redirection of flow, flow velocities, flood levels, hazard categories and hydraulic categories.
    d. Relevant provisions of the *NSW Floodplain Development Manual 2005*.
13. The modification must assess impacts on the proposed development on flood behaviour, including:
    a. Whether there will be detrimental increases in the potential flood affectation of other properties, assets and infrastructure.
    b. Consistency with Council floodplain risk management plans.
    c. Consistency with any Rural Floodplain Management Plans.
    d. Compatibility with the flood hazard of the land.
    e. Compatibility with the hydraulic functions of flow conveyance in floodways and storage in flood storage areas of the land.
    f. Whether there will be adverse effect to beneficial inundation of the floodplain environment, on, adjacent to or downstream of the site.
    g. Whether there will be direct or indirect increase in erosion, siltation, destruction of riparian vegetation or a reduction in the stability of riverbanks or watercourses.
    h. Any impacts the development may have upon existing community emergency management arrangements for flooding. These matters are to be discussed with the NSW SES and Council.
    i. Whether the proposal incorporates specific measures to manage risk to life from flood. These matters are to be discussed with the NSW SES and Council.
    j. Emergency management, evacuation and access, and contingency measures for the development considering the full range or flood risk (based upon the probable maximum flood or an equivalent extreme flood event). These matters are to be discussed with and have the support of Council and the NSW SES.
    k. Any impacts the development may have on the social and economic costs to the community as consequence of flooding.

End of Submission

Patrick Copas

From: Cornelis Duba [redacted]
Sent: Friday, 9 June 2023 1:29 PM
To: Patrick Copas
Subject: NSW Department of Planning and Environment Request for SEARs SSD-59076719 Yennora Multi-storey Distribution Centre
Attachments: DPE SEARS SSD-59076719 CONCEPT AND STAGE 1 DA YENNORA MULTI-STOREY DISTRIBUTION CENTRE.pdf; EE STANDARD DA CONDITIONS V8 MAY 2023.pdf; EE Building & Construction.pdf; EE General Restrictions for UG Cables March 2020.pdf; EE General Restrictions OH Power Lines Apr 2020.pdf; EE Guide for Padmount Substations.pdf; EE Land Interest Guidelines V5-December-2022.pdf; EE MDI0044 Easements and Property Tenure.pdf; EE Safety Clearances.pdf; EE Safety on the job.pdf; EE Safety Plumbing.pdf

Categories: Company Response

Hello Patrick

I refer to your below email of 8 June 2023 regarding the request for Secretary's Environmental Assessment Requirements (SEARs) for State Significant Development SSD-5907671913 Concept and Stage 1 development application for the proposed Yennora Multi-storey Distribution Centre 13 at 81 Byron Road, Yennora (Lot 21 DP 1171076) in the Cumberland City Council local government area (LGA). Submissions need to be made to the Department by 9 June 2023.

From a review of the various requests for SEARs for other State Significant Development referred to Endeavour Energy, the following appears to be the 'standard' requirements for addressing infrastructure requirements and utilities. The only matter which does not appear to be included is addressing of property tenure required for the utility infrastructure.

> **24. Utilities**
>
> In consultation with relevant service providers the modification application must:
>
> - assess the impacts of the modification on existing utility infrastructure and service provider assets surrounding the site.
> - identify any infrastructure upgrades required off-site to facilitate the development and any arrangements to ensure that the upgrades will be implemented on time and be maintained.
> - provide an infrastructure delivery and staging plan, including a description of how infrastructure requirements would be co-ordinated, funded and delivered to facilitate the development.
> - identify any requirements of the Infrastructure SEPP in relation to development on or adjacent to utilities and infrastructure.

Please find attached Endeavour Energy's advice which is based on the system being used for submissions to concurrence and referrals received via the NSW Planning Portal. The introduction of standard type conditions was required to keep up with the work load and expedite responses. I appreciate not all the issues in the submission may be directly or immediately relevant or significant to the proposed development. However, Endeavour Energy's preference is for early engagement with proponents / applicants to alert them of the potential matters that may arise should development within closer proximity of the existing and/or required electricity infrastructure needed to facilitate the proposed development on or in the vicinity of the site occur.

Could you please pass on a copy of this submission and the attached resources to the applicant? Should you wish to discuss this matter, or have any questions, please do not hesitate to contact me or the contacts identified in

Endeavour Energy's advice in relation to the various matters. Due to the high number of development application / planning proposal notifications submitted to Endeavour Energy, to ensure a response contact by email to property.development@endeavourenergy.com.au is preferred.

Kind regards

Cornelis Duba | Development Application Specialist

M [redacted]
E [redacted]
51 Huntingwood Drive, Huntingwood NSW 2148. Dharug Country

endeavourenergy.com.au

Development Application and Planning Proposal Review
NSW Planning Portal Concurrence and Referral

Endeavour Energy

Authority	Authority's Reference	Agency Concurrence and Referral	Authority Contact	Authority Notification	Submission Due	Submission Made
NSW Dept. of Planning and Environment	SSD-59076719		Patrick Copas	8/06/2023	22/06/2023	9/06/2023

Address	Land Title
81 Byron Road, Yennora	Lot 21 DP 1171076

Scope of Development Application or Planning Proposal

Request for the Planning Secretary's Environmental Assessment Requirements (SEARs) to inform a Concept and Stage 1 development application for the proposed Yennora Multi-storey Distribution Centre. New Concept proposal for the Central Precinct and detailed works for Stage 1 of the Central Precinct.

As shown in the below site plan from Endeavour Energy's G/Net master facility model:

There are:

- To Dursley Road / Pine Road:
  - Easements benefitting Endeavour Energy (indicated by red hatching) for 11,000 volt / 11 kilovolt (kV) high voltage overhead power lines, 11 kV high voltage underground cables and underground earth cables, padmount substations no.s 9933 and 25414 (the later also having a restriction for fire rating).
  - 11 kV high voltage overhead power lines and 11 kV high voltage underground cables and underground earth cables to the road verge / roadway.
- To Loftus Road / Military Road:
  - Easement for 11 kV high voltage underground cables and padmount substation no. 9807.
  - Low voltage, 11 kV high voltage and 11 kV (constructed at 22,000 volt / 22 kV) high voltage overhead power lines and 11 kV high voltage underground cables and underground earth cables to the road verge / roadway.
- To Byron Road:
  - Easement for low voltage and 11 kV high voltage overhead power lines, low voltage and 11 kV high voltage underground cables and padmount substation no. 7178 (two transformers).
  - 11 kV high voltage overhead power lines, and 11 kV high voltage underground cables and padmount substation no. 25081 over which there is no easement but is regarded as protected works under Section 53 'Protection of certain electricity works' of the *Electricity Supply Act 1995* (NSW).
  - Easements for low voltage and 11 kV high voltage underground cables and padmount substation no. 25080 (including a restriction for fire rating).
  - Low voltage and 11 kV high voltage overhead power lines and low voltage and 11 kV high voltage underground cables to the road verge / roadway.
- To Dennistoun Avenue:
  - 11 kV high voltage overhead power lines, 11 kV high voltage underground cables, a metering unit and high voltage customer substation no. 5686.
  - Low voltage 11 kV high voltage overhead power lines to the road verge / roadway.

POWER together

Endeavour Energy
ABN 11 247 365 823
T 133 718
51 Huntingwood Drive
Huntingwood NSW 2148
PO Box 811, Seven Hills NSW 1730
endeavourenergy.com.au

Relevant / applicable clause numbers from Endeavour Energy's standard conditions for Development Application and Planning Proposal Review indicated by ☒ .

Cond-ition	Advice	Clause No.	Issue	Detail
☐	☐	1	Adjoining Sites	Adjoining or nearby development / use should be compatible with the use of Endeavour Energy's sites.
☒	☐	2	Asbestos	Area identified or suspected of having asbestos or asbestos containing materials (ACM) present in the electricity network.
☐	☒	3	Asset Planning	Applicants should not assume adequate supply is immediately available to facilitate their proposed development.
☐	☒	4	Asset Relocation	Application must be made for an asset relocation / removal to determine possible solutions to the developer's requirements.
☐	☒	5	Before You Dig	Before commencing any underground activity the applicant must obtain advice from the Before You Dig service.
☐	☒	6	Bush Fire	Risk needs to be managed to maintain the safety of customers and the communities served by the network.
☐	☐	7	Construction Management	Integrity of electricity infrastructure must be maintained and not impacted by vehicle / plant operation, excessive loads, vibration, dust or moisture penetration.
☐	☒	8	Contamination	Remediation may be required of soils or surfaces impacted by various forms of electricity infrastructure.
☐	☒	9	Demolition	All electricity infrastructure shall be regarded as live and care must be taken to not interfere with any part of the electricity network.
☐	☐	10	Dispensation	If a proposal is not compliant with Endeavour Energy's engineering documents or standards, the applicant must request a dispensation.
☐	☒	11	Driveways	For public / road safety and to reduce the risk of vehicle impact, the distance of driveways from electricity infrastructure should be maximised.
☐	☒	12	Earthing	The construction of any building or structure connected to or in close proximity to the electrical network must be properly earthed.
☒	☐	13	Easement Management	Preference is for no activities to occur in easements and they must adhere to minimum safety requirements.
☐	☒	14	Easement Release	No easement is redundant or obsolete until it is released having regard to risks to its network, commercial and community interests.
☐	☐	15	Easement Subdivision	The incorporation of easements into to multiple / privately owned lots is generally not supported.
☐	☒	16	Emergency Contact	Endeavour Energy's emergency contact number 131 003 should be included in any relevant risk and safety management plan.
☐	☐	17	Excavation	The integrity of the nearby electricity infrastructure shall not be placed at risk by the carrying out of excavation work.
☐	☒	18	Flooding	Electricity infrastructure should not be subject to flood inundation or stormwater runoff.
☐	☒	19	Hazardous Environment	Electricity infrastructure can be susceptible to hazard sources or in some situations be regarded as a hazardous source.
☐	☐	20	Modifications	Amendments can impact on electricity load and the contestable works required to facilitate the proposed development.
☒	☐	21	Network Access	Access to the electricity infrastructure may be required at any time particularly in the event of an emergency.
☒	☐	22	Network Asset Design	Design electricity infrastructure for safety and environmental compliance consistent with safe design lifecycle principles.
☒	☐	23	Network Connection	Applicants will need to submit an appropriate application based on the maximum demand for electricity for connection of load.

Cond-ition	Advice	Clause No.	Issue	Detail
☒	☐	24	Protected Works	Electricity infrastructure without an easement is deemed to be lawful for all purposes under Section 53 'Protection of certain electricity works' of the *Electricity Supply Act 1995* (NSW).
☐	☒	25	Prudent Avoidance	Development should avert the possible risk to health from exposure to emissions form electricity infrastructure such as electric and magnetic fields (EMF) and noise.
☐	☒	26	Public Safety	Public safety training resources are available to help general public / workers understand the risk and how to work safely near electricity infrastructure.
☐	☐	27	Removal of Electricity	Permission is required to remove service / metering and must be performed by an Accredited Service Provider.
☐	☒	28	Safety Clearances	Any building or structure must comply with the minimum safe distances / clearances for the applicable voltage/s of the overhead power lines.
☐	☐	29	Security / Climb Points	Minimum buffers appropriate to the electricity infrastructure being protected need to be provided to avoid the creation of climb points.
☐	☐	30	Service Conductors	Low voltage service conductors and customer connection points must comply with the 'Service and Installation Rules of NSW'.
☐	☐	31	Solar / Generation	The performance of the generation system and its effects on the network and other connected customers needs to be assessed.
☐	☒	32	Streetlighting	Streetlighting should be reviewed and if necessary upgraded to suit any increase in both vehicular and pedestrian traffic.
☐	☒	33	Sustainability	Reducing greenhouse gas emissions and helping customers save on their energy consumption and costs through new initiatives and projects to adopt sustainable energy technologies.
☐	☐	34	Swimming Pools	Whenever water and electricity are in close proximity, extra care and awareness is required.
☐	☐	35	Telecommunications	Address the risks associated with poor communications services to support the vital electricity supply network Infrastructure.
☒	☐	36	Vegetation Management	Landscaping that interferes with electricity infrastructure is a potential safety risk and may result in the interruption of supply.
Completed by:				**Decision**
Cornelis Duba				Approve (with conditions)

Cornelis Duba | Development Application Specialist

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E cornelis.duba@endeavourenergy.com.au
51 Huntingwood Drive, Huntingwood NSW 2148. Dharug Country

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Endeavour Energy respectfully acknowledges the Traditional Custodians on whose lands we live, work, and operate and their Elders past, present and emerging.

Reason(s) for Conditions / Decision (If applicable)

- The Scoping Report includes the following.

  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
Easements and Covenants	There is an existing railway corridor which runs east-west through the southern portion of the site. 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.
Services	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.

- Endeavour Energy's G/Net master facility model does not show electricity infrastructure belonging to other authorities. From the below extracts of Google Maps Street View, there are other high voltage overhead power lines to the road verges / roadways which are likely to be owned and operated Transport for NSW / Sydney Trains.

- Part of the existing facility is supplied via high voltage customer substation no. 5686. As a high voltage customer the 'High Voltage Operational and Maintenance Protocol' between Endeavour Energy and the customer regarding the provision of high voltage supply to the site will specify a 'Load of Customers Installation' which is adequate for the then / Customer's current requirements. The Protocol generally also states the following:

  'Should any further increase in loads be required, contact should be made with Endeavour Energy's Customer Network Solutions Branch, who will inform you of the requirements in this regard'.

  The Protocol also identifies where Endeavour Energy's responsibility terminates (normally at the pole or pillar on the road verge from which supply is taken) in respect of:

  - ownership of high voltage equipment;
  - switching operations; and
  - maintenance of equipment.

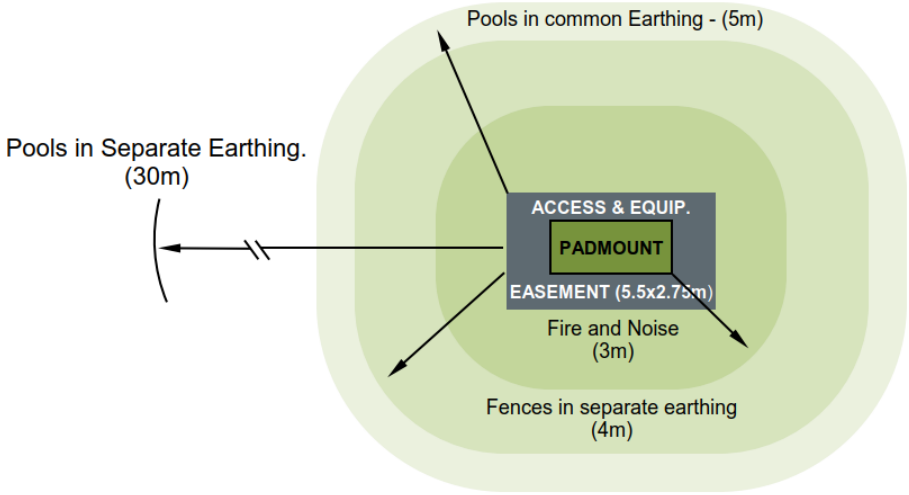
  High voltage customer connections must be a single customer site. Multiple occupant developments such as subdivisions, shopping centres, factory units, distribution centres, etc. are not entitled to high voltage connections.

- Irrespective of the ownership of the electricity infrastructure traversing the site or whether it is protected works under Section 53 'Protection of certain electricity works' of the *Electricity Supply Act 1995* (NSW), they should be managed as if an easement is in place as detailed in Endeavour Energy's Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights', Table 1 – 'Minimum easement widths'.

- As shown in the following extract of Endeavour Energy's Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights', Figure A4.3 'Padmount easements and clearances', padmount substations require:

  - Easement with a minimum size of 2.75 x 5.5 metres (single transformer).
  - Restriction for fire rating which usually extends 3 metres horizontally from the base of the substation footing / plinth.
  - Restriction for swimming pools which extends 5 metres from the easement (which may not be required for non-residential use).

A4.3 - Padmount easements and clearances



- The restrictions / clearances for padmount substations were introduced on a case for case basis from 2003 before becoming standard in 2009. Whilst the restrictions are not included with the easement registered on title for all of the padmount substations located on the site, Endeavour Energy strongly recommends that they be considered and adopted for any new development.

  Australian Standard AS2067: 2016 'Substations and high voltage installations exceeding 1 kV a.c.' also excludes any constructions with non-fire rated materials being allowed within the fire clearance zones for a padmount substation.

  The standard not only provides common rules for the design and the construction of electrical power installations but also addresses a range of issues including fire risk related to substations within or near buildings (which excludes any constructions with non-fire rated materials being allowed within the fire clearance zone) and recognises requirements of the National Construction Code.

  In addition the following matters also need to be considered in regard to the fire restriction:

  - No doors or opening windows are permitted within the fire restriction area.
  - Gas mains/pipes shall not pass through the fire restriction area.
  - A 10 metre clearance distance shall be maintained between substation and fire hydrants, booster valves, and the like in accordance with AS2419.1 'Fire hydrant installations System design, installation and commissioning' as updated from time to time.
  - Any landscaping that potentially could transfer / provide connectivity for flame or radiant heat from a fire in the substation to a dwelling or building should be avoided.
  - The storage of and / or use of flammable, combustible, corrosive or explosive material within the fire restriction should be avoided.

- All encroachments and /or activities (works) within or affecting an easement, restriction or protected works (other than those approved / certified by Endeavour Energy's Customer Network Solutions Branch as part of an enquiry / application for load or asset relocation project and even if not part of the Development Application) need to be referred to Endeavour Energy's Easements Officers for assessment and possible approval if they meet the minimum safety requirements and controls. However please note that this does not constitute or imply the granting of approval by Endeavour Energy to any or all of the proposed encroachments and / or activities within the easement.

  For further information please refer to the attached copies of Endeavour Energy's:

  - General Restrictions for Overhead Power Lines.
  - General Restrictions for Underground Cables.
  - Guide to Fencing, Retaining Walls and Maintenance Around Padmount Substations.
  - Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights' which deals with activities / encroachments within easements.

- To ensure an adequate connection, the applicant will need to engage an Accredited Service Provider (ASP) of an appropriate level and class of accreditation to assess the electricity load and the proposed method of supply for the development.

- An extension and / or augmentation of the existing local network may be required. Whilst there are a number of existing distribution substations on and nearby the site which are likely to have some spare capacity, it is not unlimited and may not be sufficient to facilitate the proposed development.

  Other factors such as the size and rating / load on the conductors and voltage drop (which can affect the quality of supply particularly with long conductor runs) etc. need to be assessed. However the extent of any works required will not be determined until the final load assessment is completed.

- Any required padmount substation/s will need to be located within the property (in a suitable and accessible location) and be protected with an appropriate form of property tenure as detailed in the attached copy of Endeavour Energy's 'Land Interest Guidelines For Network Connection'.

  Generally it is the Level 3 Accredited Service Provider's (ASP) responsibility (engaged by the developer) to make sure substation location and design complies with Endeavour Energy's standards the suitability of access, safety clearances, fire ratings, flooding etc.
  For further information please also refer to the attached copies of Endeavour Energy's:

  - Mains Design Instruction MDI 0044 'Easements and Property Tenure Rights'.
  - Guide to Fencing, Retaining Walls and Maintenance Around Padmount Substations.

- The minimum required safety clearances and controls for building and structures (whether temporary or permanent) and working near overhead power lines must be maintained at all times. If there is any doubt whatsoever regarding the safety clearances to the overhead power lines, the applicant will need to have the safety clearances assessed by a suitably qualified electrical engineer / Accredited Service Provider (ASP).

  Even if there is no issue with the safety clearances to the building and structures, consideration must be given to WorkCover (now SafeWork NSW) 'Work Near Overhead Power Lines Code of Practice 2006' eg. ordinary persons must maintain a minimum safe approach distance of 3.0 metres to all voltages up to and including 132,000 volts / 132 kilovolt (kV) and includes the following requirements for work near low voltage overhead power / service lines.

TABLE 4

Approach distances for work near low voltage overhead service lines

Ordinary Persons (m)				
Hand held tools	Operation of crane or mobile plant	Handling of metal materials (Scaffolding, roofing, guttering, pipes, etc)	Handling of non-conductive materials (Timber, plywood, PVC pipes and guttering, etc)	Driving or operating vehicle
0.5	3.0	4.0	1.5	0.6

- The planting of large / deep rooted trees to near electricity infrastructure is opposed by Endeavour Energy. Existing trees which are of low ecological significance in proximity of electricity infrastructure should be removed and if necessary replaced by an alternative smaller planting. The landscape designer will need to ensure any planting near electricity infrastructure achieves Endeavour Energy's vegetation management requirements.

  No planting of trees is allowed in the easement for a padmount substation. Screening vegetation around a padmount substation should be planted a minimum distance of 800mm plus half of the mature canopy width from the substation easement and have shallow / non-invasive roots. This is to avoid trees growing over the easement as falling branches may damage the cubicle and tree roots the underground cables. All vegetation is to be maintained in such a manner that it will allow unrestricted access by electrical workers to the substation easement all times.

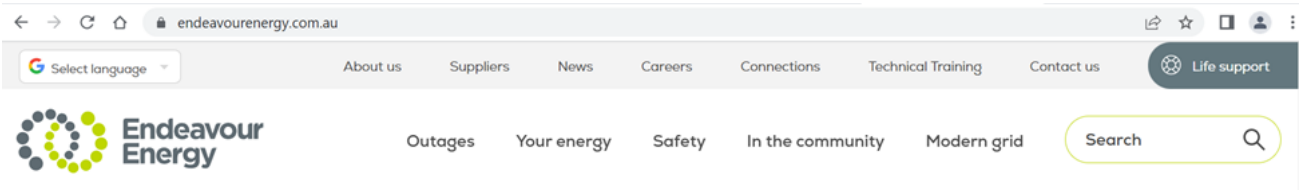
- Not all the conditions / advice marked may be directly or immediately relevant or significant to the Development Application. However, Endeavour Energy's preference is to alert proponents / applicants of the potential matters that may arise should development within closer proximity of the existing and/or required electricity infrastructure needed to facilitate the proposed development on or in the vicinity of the site occur.

Condition or Advice
With Endeavour Energy's Development Application and Planning Proposal Review process / system the intent of the 'Standard Conditions' being indicated as either a 'Condition' or 'Advice' essentially depends on the risk associated with the matter. If the matter is one that is likely or very likely to be an issue / needed to be addressed by the applicant and may require corrective action, then it is marked as a 'Condition'. If the matter is less likely and the consequences of the applicant not addressing it are lower or can be readily rectified, then it is marked as 'Advice'. If the matter is considered to be not applicable / relevant then it is not marked as either.

For example, the obtaining advice from the Before You Dig service in accordance with the requirements of the *Electricity Supply Act 1995* (NSW) and associated Regulations is a standard / regulatory requirement. It will be generally indicated as 'Advice'. If the Site Plan from Endeavour Energy's G/Net Master Facility Model indicates there is some uncertainty over the extent or location of the underground cables on or near the site, it would then be indicated as 'Condition' and require action to be undertaken by the applicant eg. the use of an underground asset locating device or a certified locator to verify the asset location.

Decision
In the NSW Planning Portal for the 'Agency response', as Endeavour Energy is not a concurring authority under the provision of the *Environmental Planning and Assessment Act 1979* (NSW), it does not 'Approve' or 'Refuse' a Development Application in the Portal. It will 'Approve (with conditions)' (which may 'Object' in the submission and detail the matters requiring resolution), or if all the matters in the submission are marked are for 'Advice', the outcome of the assessment will also be 'Advice'.

Further Advice
The 'Standard Conditions' include additional advice and contact details and further information is also available on Endeavour Energy's website at https://www.endeavourenergy.com.au/ .



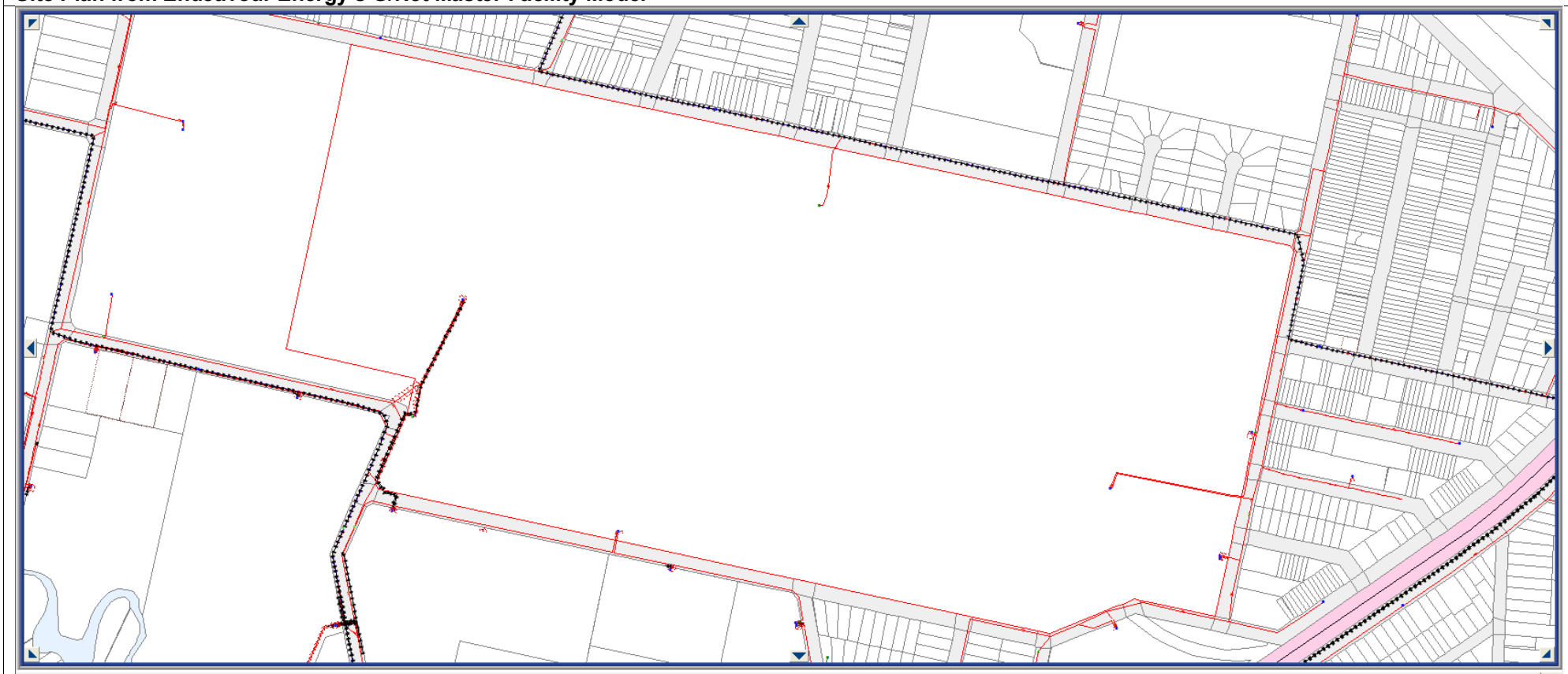
The following contacts can be reached by calling Endeavour Energy via Head Office enquiries on business days from 9am - 4:30pm on telephone: 133 718 or (02) 9853 6666.

Branch / Section	Matters	Email
Customer Network Solutions	Electricity supply or asset relocation who are responsible for managing the conditions of supply with the applicant and their Accredited Service Provider (ASP).	cicadmin@endeavourenergy.com.au
Easement Officers	Easement management or protected works / assets.	Easements@endeavourenergy.com.au
Property	Property tenure eg. the creation or release of easements.	network_property@endeavourenergy.com.au
Field Operations (to the relevant Field Service Centre).	Safety advice for building or working near electrical assets in public areas (including zone and transmission substations).	Construction.Works@endeavourenergy.com.au

Please note Endeavour Energy's above contacts do not have access to the NSW Planning Portal. To resolve any matters direct contact should be made with the responsible contact. This will avoid double handling and possible delays in responding to the applicant / Council.

Details of the Accredited Service Provider (ASP) Scheme which accredits organisations to perform contestable work on the NSW electricity distribution network are available via the following link to the Energy NSW website at https://www.energysaver.nsw.gov.au/get-energy-smart/dealing-energy-providers/installing-or-altering-your-electricity-service .

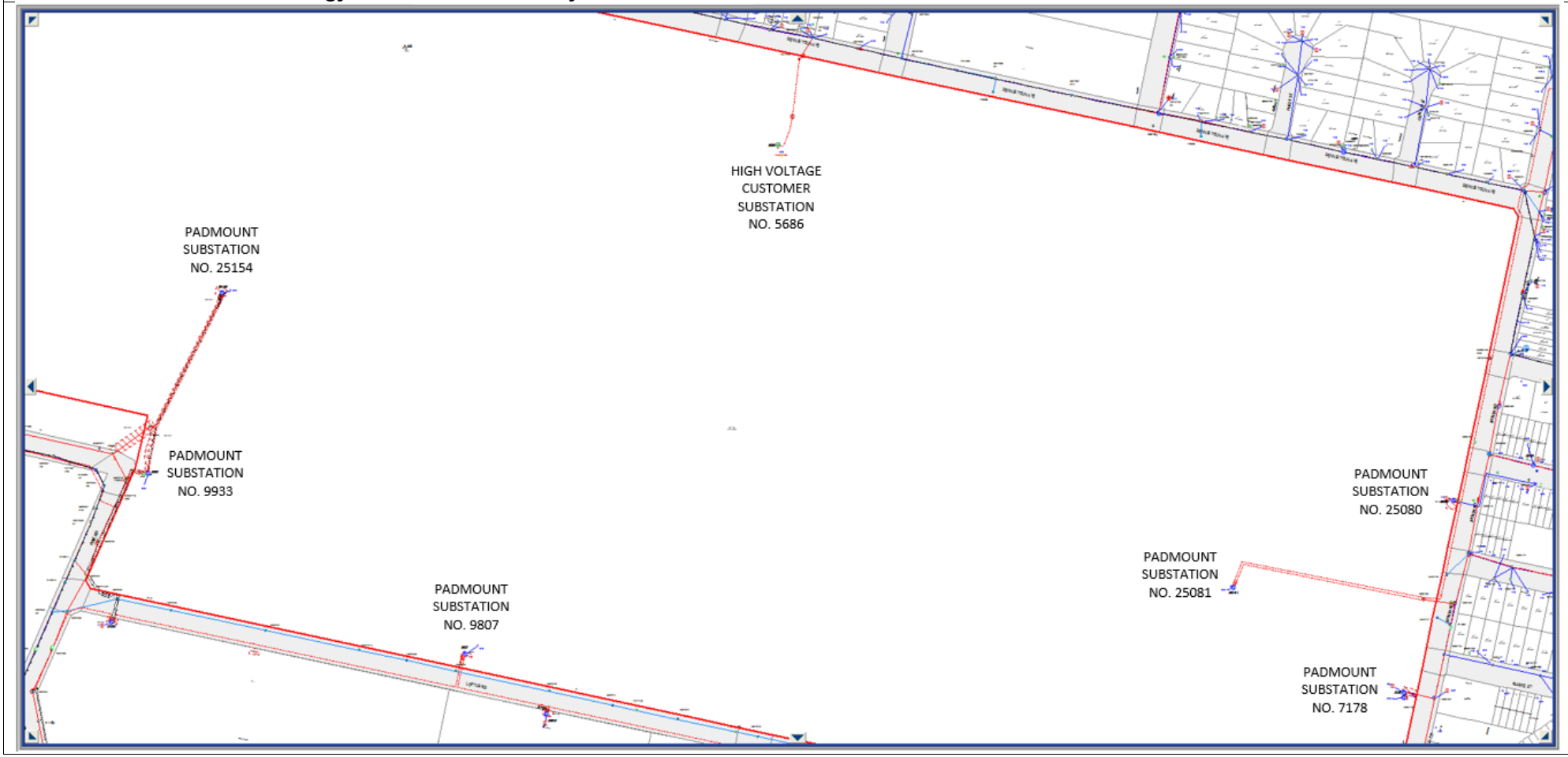
Site Plan from Endeavour Energy's G/Net Master Facility Model



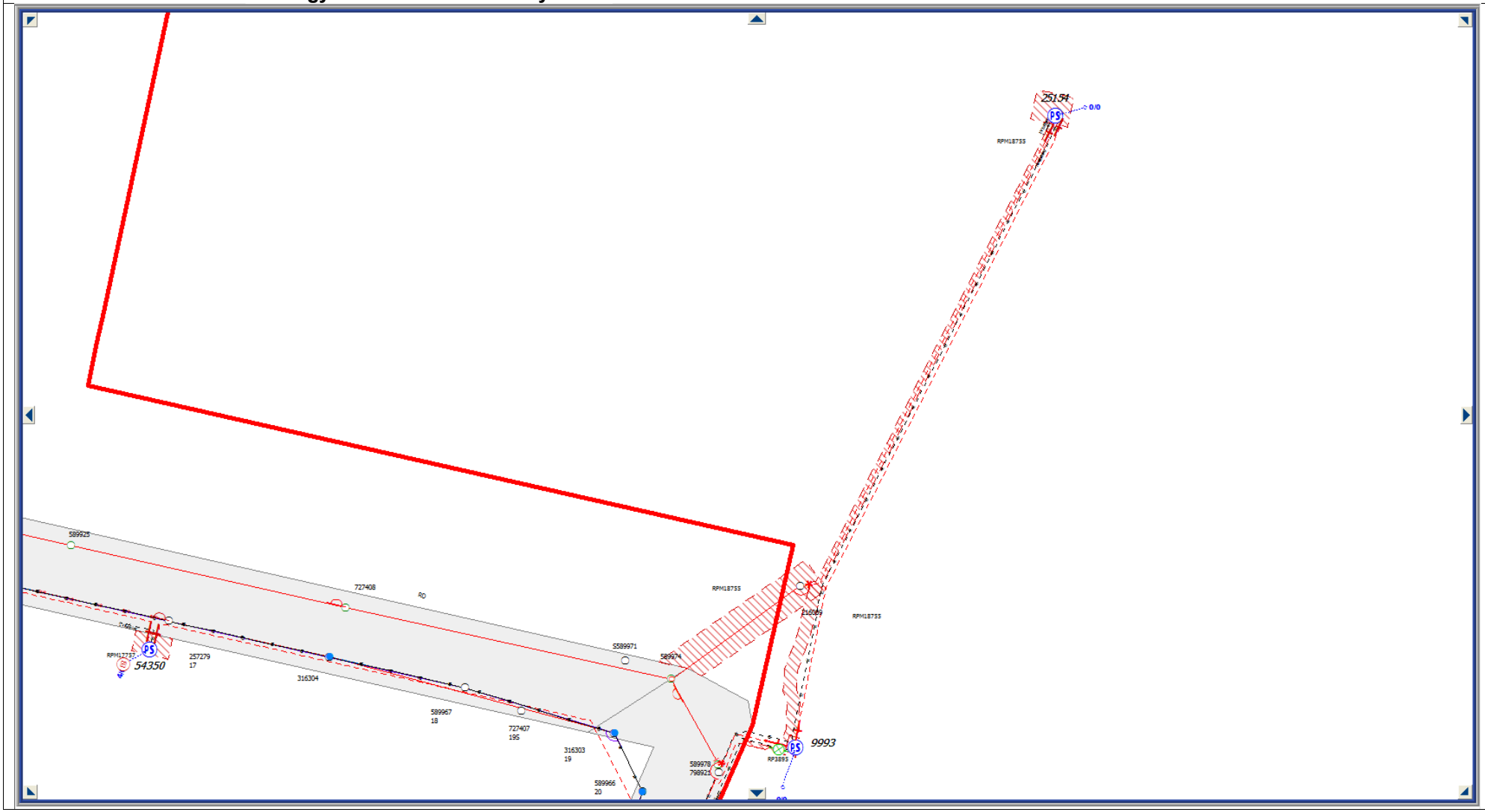
G3E_FID	Feature Name	Component Name	G3E_CID	G3E_ID	LOT	SECTION	DP
77753564	Crown Parcel	Crown Parcel Find	1	2025213	21		1171076

Please note the location, extent and type of any electricity infrastructure, boundaries etc. shown on the plan is indicative only. In addition it must be recognised that the electricity network is constantly extended, augmented and modified and there is a delay from the completion and commissioning of these works until their capture in the model. Easements benefitting Endeavour Energy are indicated by red hatching. Generally (depending on the scale and/or features selected), low voltage (normally not exceeding 1,000 volts) is indicated by blue lines and high voltage (normally exceeding 1,000 volts but for Endeavour Energy's network not exceeding 132,000 volts / 132 kV) by red lines (these lines can appear as solid or dashed and where there are multiple lines / cables only the higher voltage may be shown). This plan only shows the Endeavour Energy network and does not show electricity infrastructure belonging to other authorities or customers owned electrical equipment beyond the customer connection point / point of supply to the property. This plan does not constitute the provision of information on underground electricity power lines by network operators under Part 5E 'Protection of underground electricity power lines' of the *Electricity Supply Act 1995* (NSW).

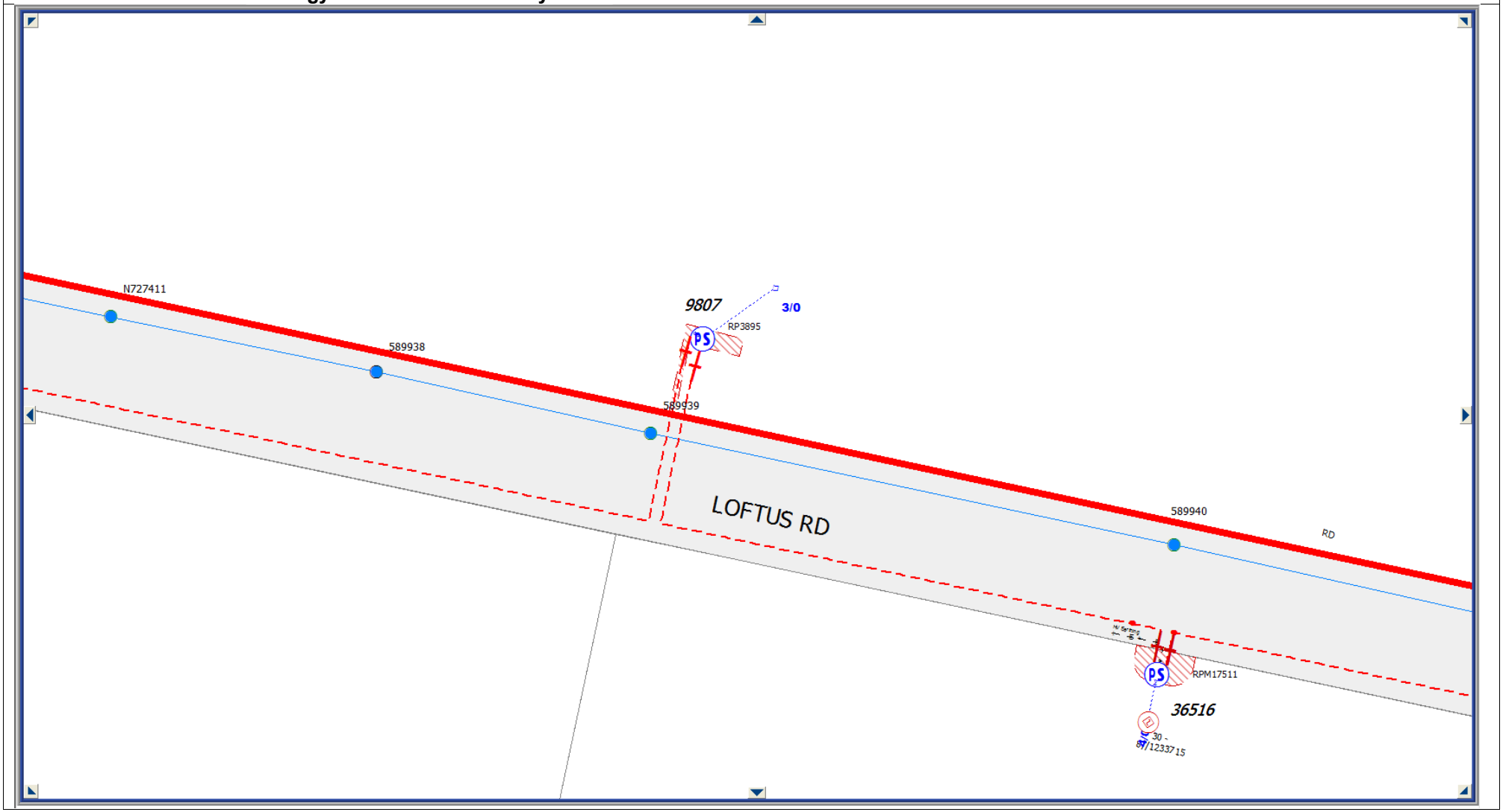
Site Plan from Endeavour Energy's G/Net Master Facility Model



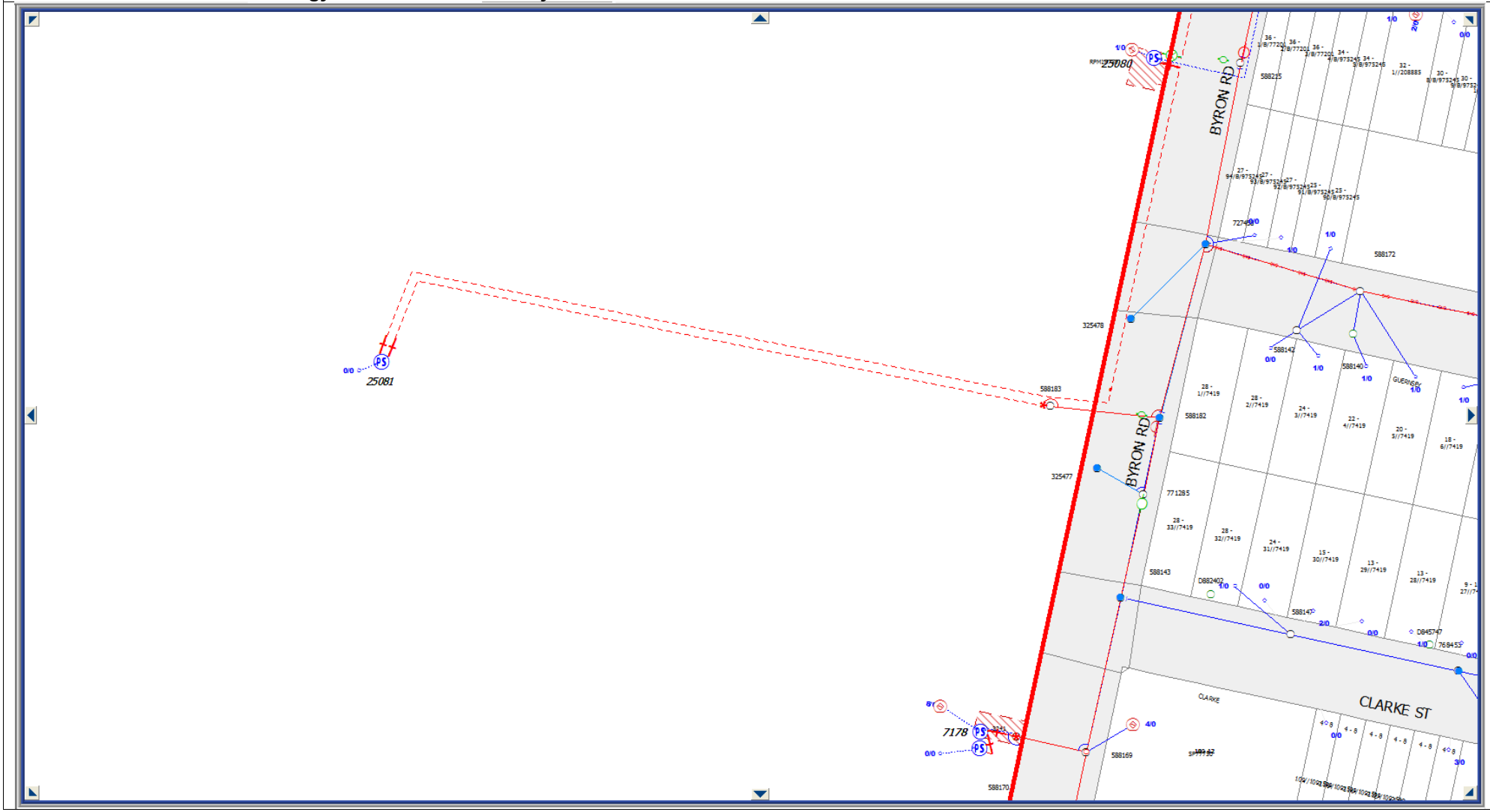
Site Plan from Endeavour Energy's G/Net Master Facility Model



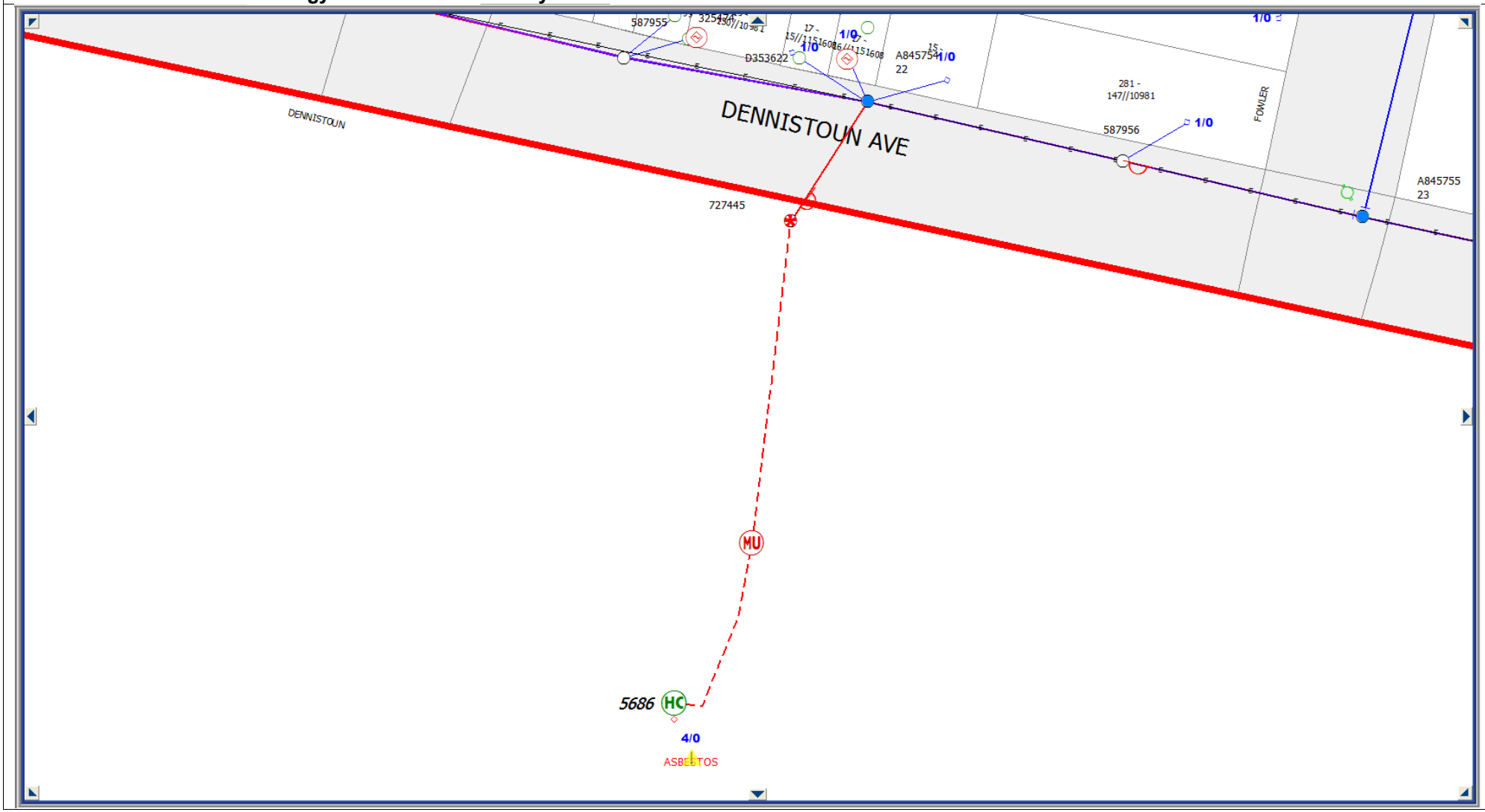
Site Plan from Endeavour Energy's G/Net Master Facility Model



Site Plan from Endeavour Energy's G/Net Master Facility Model

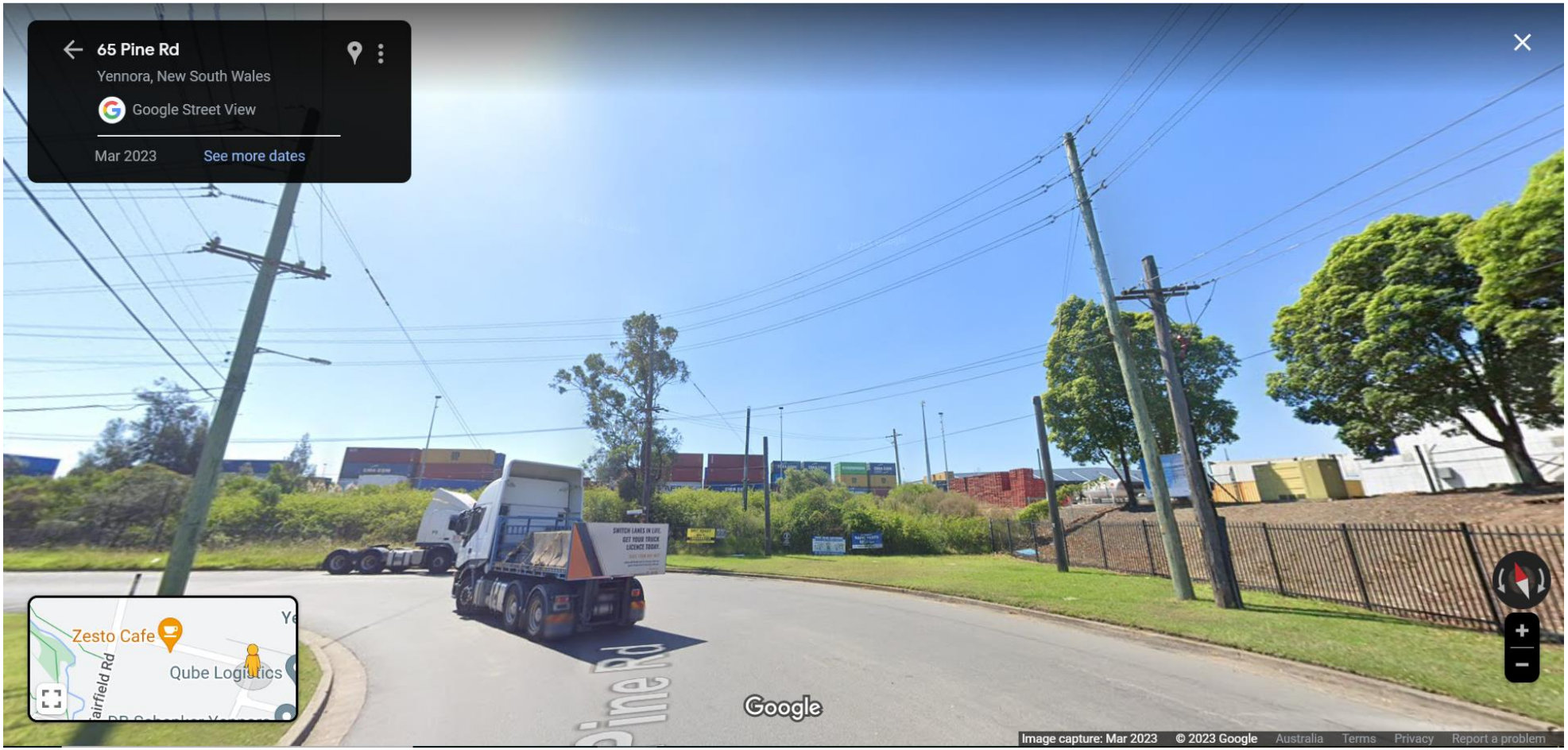


Site Plan from Endeavour Energy's G/Net Master Facility Model



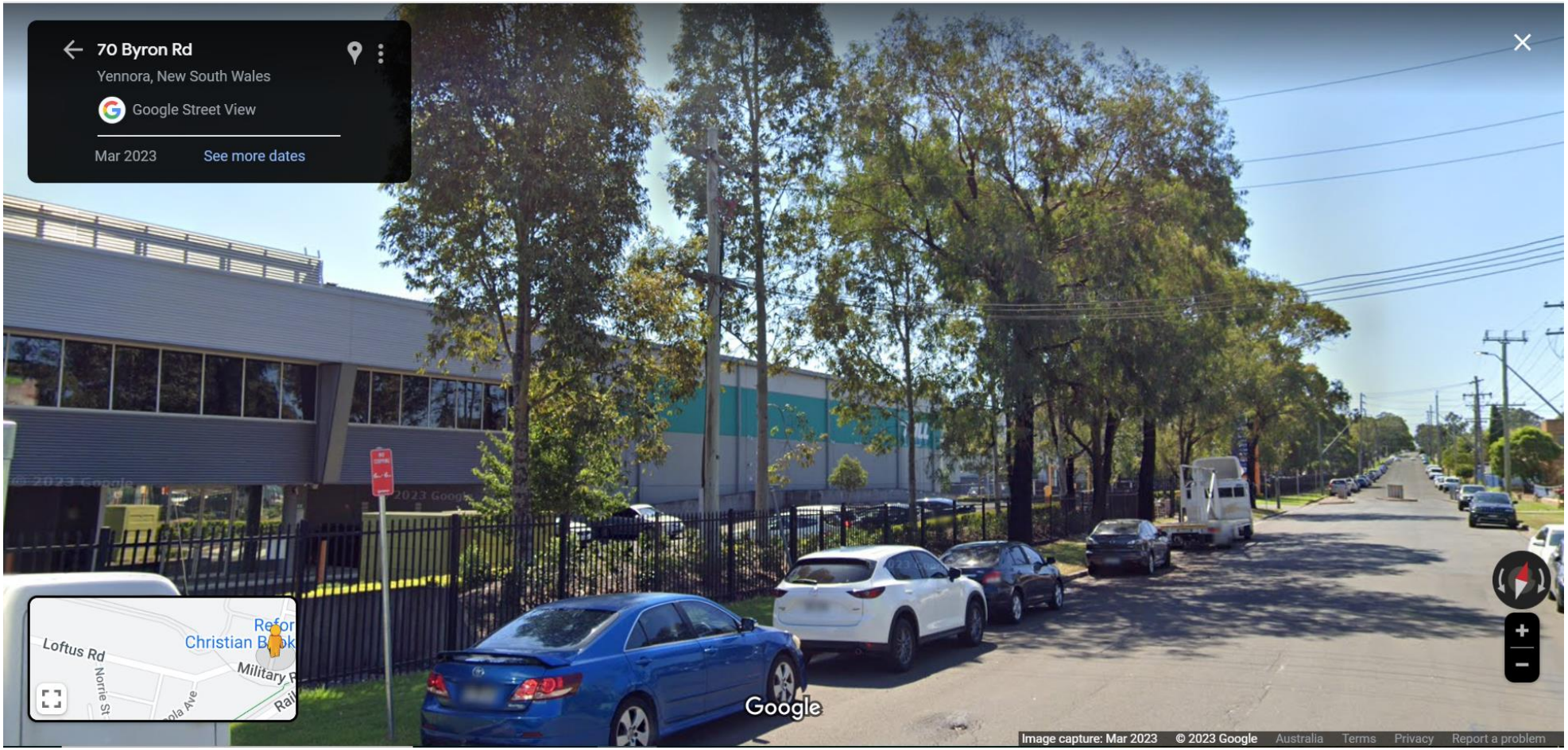
LEGEND	
PS	Padmount substation
I	Indoor substation
G	Ground substation
K	Kiosk substation
COT	Cottage substation
	Pole mounted substation
HC	High voltage customer substation
MU	Metering unit
SS	Switch station
ISS	Indoor switch station
AT	Voltage regulator
	Customer connection point
	Low voltage pillar
	Streetlight column
	Life support customer
	Tower
	Pole
	Pole with streetlight
	Customer owned / private pole
	Cable pit
LB	Load break switch
AR	Recloser
	Proposed removed
	Easement
	Subject site

Google Maps Street View. Padmount substation no. 9933.

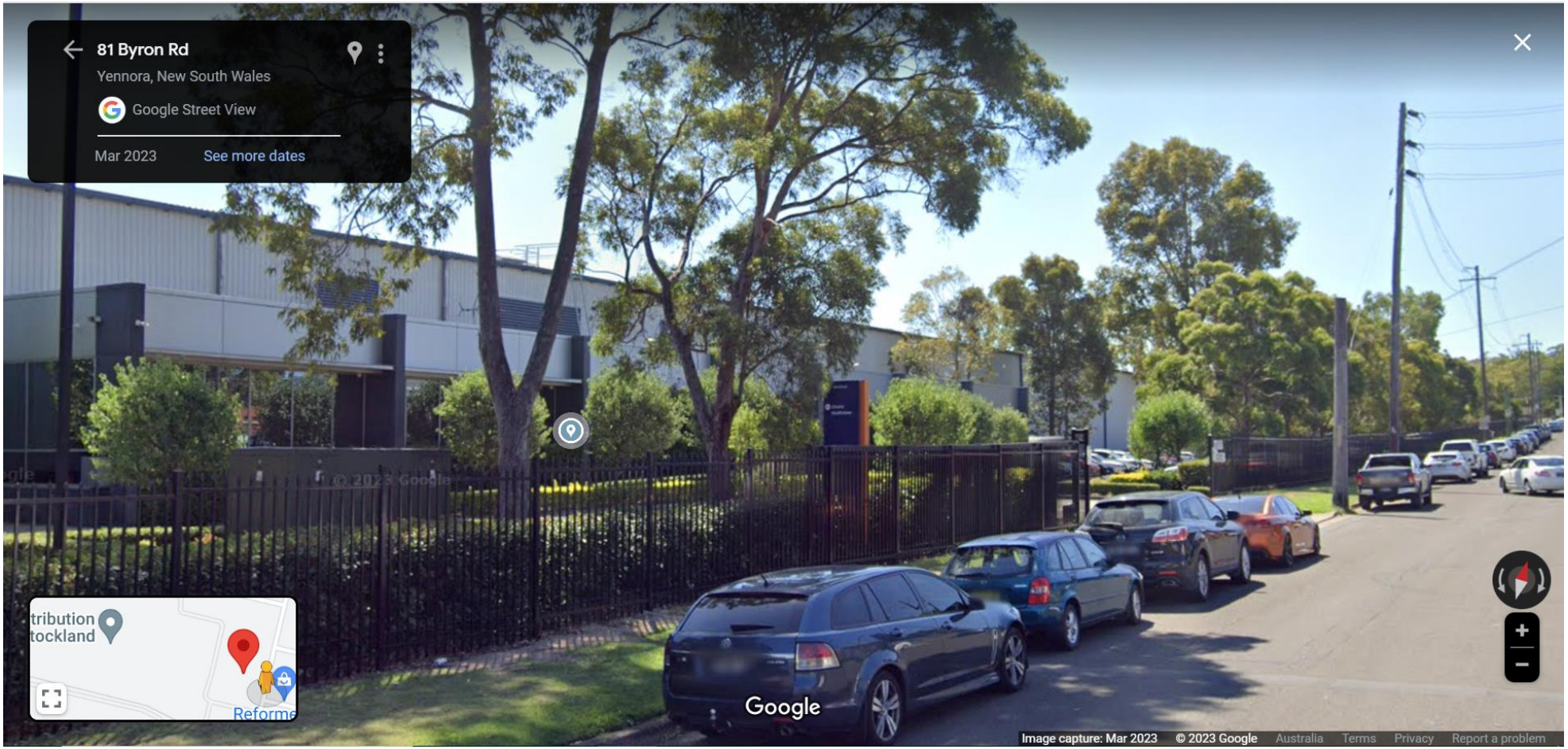


Google Maps Street View. Padmount substation no. 9807.

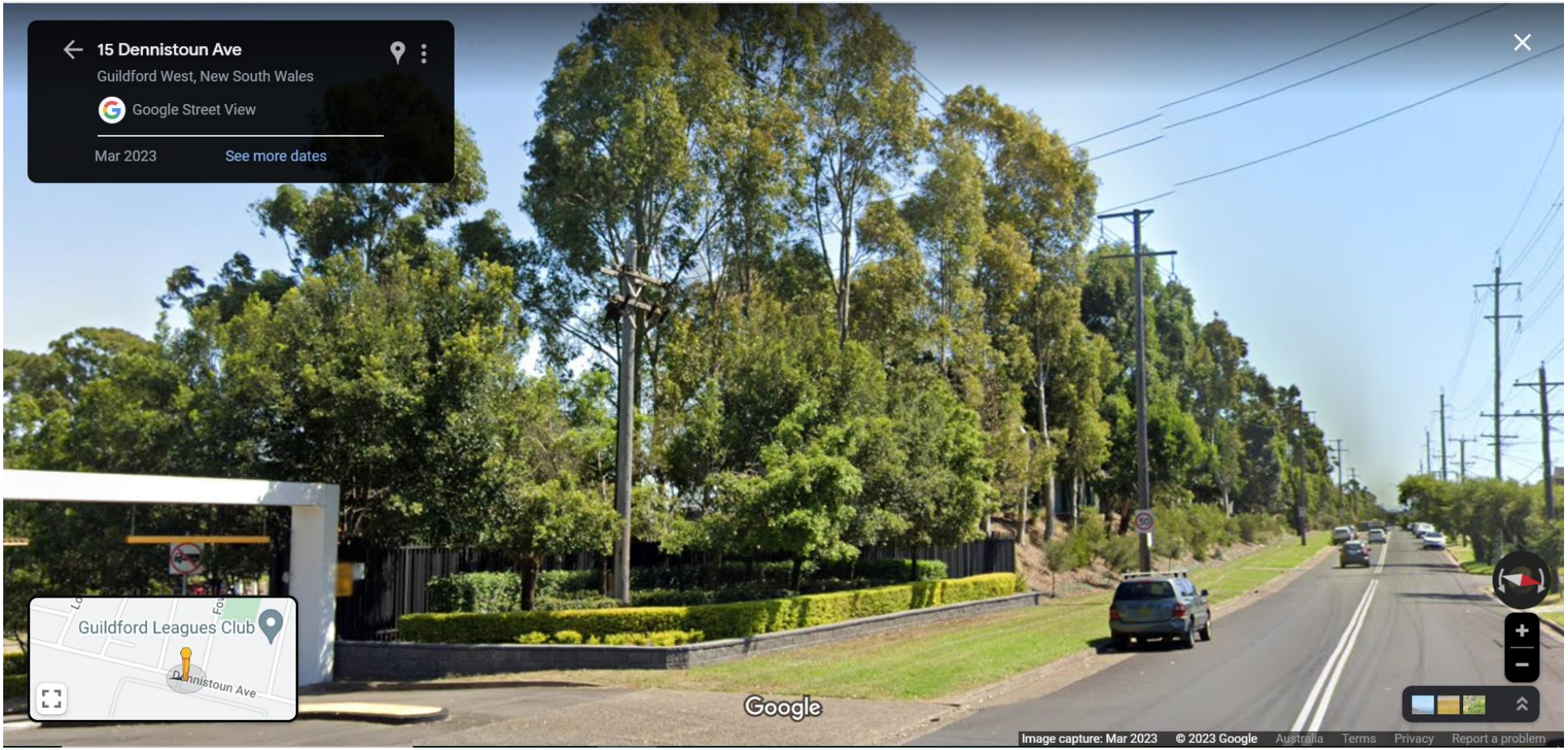
Google Maps Street View. Padmount substation no. 7178



Google Maps Street View. Padmount substation no. 25080.



Google Maps Street View. Feeders for high voltage customer substation no. 5686.



File Ref. No: FRN23/1979 BFS23/3135 8000028759
TRIM Doc. No: D23/54702
Contact: Senior Firefighter Courtney Goodhew

21 June 2023

PATRICK COPAS
NSW Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Patrick,

Re: Advice on Secretary's Environmental Assessment Requirements (SEARs) – YENNORA MULTI-STOREY DISTRIBUTION CENTRE – 81 BYRON ROAD, YENNORA NSW 2161 (SSD-59076719).

Fire and Rescue NSW (FRNSW) acknowledge correspondence received on 8 June 2023, requesting input into the preparation of the SEARs for the YENNORA MULTI-STOREY DISTRIBUTION CENTRE – 81 BYRON ROAD, YENNORA NSW 2161 (SSD-59076719). FRNSW have reviewed the SEARs along with the Scoping Report and make the following comments:

There is currently insufficient information available regarding the fire safety and emergency response management aspects of the project. FRNSW requests to be consulted and given the opportunity to review and provide comment regarding the proposed fire and life safety systems at the preliminary and final design phases of the project.

For further information please contact the Operational Liaison and Special Hazards Unit, referencing FRNSW file number BFS23/3135. Please ensure that all correspondence in relation to this matter is submitted electronically to firesafety@fire.nsw.gov.au.

Yours sincerely,

A/ Superintendent Aaron Ross
Manager
Operational Liaison and Special Hazards Unit

Cc: patrick.copas@planning.nsw.gov.au

Fire and Rescue NSW **ABN** 12 593 473 110

Community Safety Directorate
Operational Liaison and Special Hazards Unit
Locked Bag 12,
Greenacre NSW 2190
T 02 9742 7434
F 02 9742 7483

www.fire.nsw.gov.au

20 June 2023

Patrick Copas
Senior Environmental Assessment Officer
Department of Planning and Environment
patrick.copas@planning.nsw.gov.au

RE: Sydney Water input to SEARs for SSD-59076719 for Yennora Multi-storey Distribution Centre at 81 Byron Road, Yennora

Thank you for seeking Sydney Water's input on the Secretary's Environmental Assessment Requirements to facilitate the future transformation of the current facility into a modern multi-storey warehouse and distribution facility. We have reviewed the proposal and provide the following comments for your consideration.

Sydney Water requests that the Department of Planning, Industry and Environment include the following Secretary's Environmental Assessment Requirements relating to the provision of water-related services for the subject site:

Water-related Infrastructure Requirements

1. The proponent of the development should determine service demands following servicing investigations and demonstrate that satisfactory arrangements for drinking water, wastewater, and recycled water (if required) services have been made.
2. The proponent must obtain endorsement and/or approval from Sydney Water to ensure that the proposed development does not adversely impact on any existing water, wastewater or stormwater main, or other Sydney Water asset, including any easement or property. When determining landscaping options, the proponent should take into account that certain tree species can cause cracking or blockage of Sydney Water pipes and therefore should be avoided.
3. Strict requirements for Sydney Water's stormwater assets (for certain types of development) may apply to this site. The proponent should ensure that satisfactory steps/measures have been taken to protect existing stormwater assets, such as avoiding building over and/or adjacent to stormwater assets and building bridges over stormwater assets. The proponent should consider taking measures to minimise or eliminate potential flooding, degradation of water quality, and avoid adverse impacts on any heritage items, and create pipeline easements where required.

Integrated Water Cycle Management

4. The proponent should outline any sustainability initiatives that will minimise/reduce the demand for drinking water, including any alternative water supply and end uses of drinking and non-drinking water that may be proposed, and demonstrate water sensitive urban design (principles are used), and any water conservation measures that are likely to be proposed. This will allow Sydney Water to determine the impact of the proposed development on our existing services and required system capacity to service the development.

If you require any further information, please do not hesitate to contact the Growth Planning Team at urbangrowth@sydneywater.com.au.

Yours sincerely,

Ishtar Malki

Ishtar Malki
Acting Commercial Growth Manager
City Growth and Development, Business Development Group
Sydney Water, 1 Smith Street, Parramatta NSW 2150