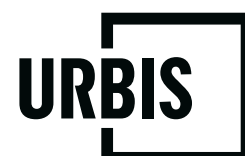




CONSULTATION SUMMARY REPORT

Elevation at Greystanes
(SSD 0399)

Prepared for
ISPT AND ALIRO GROUP
24 November 2020



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0016828
Report Number	Final

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GLOSSARY AND ABBREVIATIONS

Table 1 – Glossary and abbreviations

Term of Abbreviation	Description
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
IAP2	International Association of Public Participation
LGA	Local Government Area
SEARs	Secretary's Environmental Assessment Requirements
SSD	State Significant Development
SSDA	State Significant Development Application
Urbis	Urbis Pty Ltd

1. CONSULTATION SUMMARY

This community consultation summary report has been prepared by Urbis on behalf of ISPT and Aliro Group in relation to their State Significant Development Application (SSDA) (Ref: SSD-10399), Elevation at Greystanes, located at 44 Clunies Ross Street, Prospect.

1.1. CONSULTATION PURPOSE

During October and November 2020 Urbis consulted with residential neighbours in relation to this proposal. This proponent-led consultation informed the response to the 14 community submissions, 12 public authority submissions and two organisation submissions, including from the Prospect Heritage Trust that were lodged during the Department of Planning, Industry and Environment's (DPIE) public exhibition of the SSDA. It also followed information provided to residents in the form of a newsletter in May 2020, prior to lodgement of the SSDA. The additional consultation outlined in this report was forecast in the Engagement Outcomes Report prepared for the Environmental Impact Statement (EIS).

The consultation process aimed to:

- Provide accurate information about the proposal
- Consult with those members of the community who are most impacted by the proposal
- Provide the opportunity for direct dialogue with the proponent and project team
- Provide detail on design changes in response to community feedback
- Provide information on the management of impacts during planning, construction and operations e.g. noise, access and traffic
- Document key feedback as part of a response to submissions process, and to inform ISPT and Aliro Group's final design for the site and its construction and operational management.

1.1.1. Information prior to lodgement

A fact sheet was prepared to outline key features of the proposal and invite members of the community to provide feedback. The fact sheet also advertised details of a dedicated email and phone number, managed by Urbis, to make further enquires.

A fact sheet was distributed on 12 March 2020 to the mailboxes of approximately 370 households in Pemulwuy estate.

1.1.2. Consultation to inform response to submissions

Urbis undertook stakeholder mapping to identify those members of the community who are most directly impacted and most interested in the proposal.

On 7 October 2020 between 4:30pm-7:30pm, Urbis and Keylan Consulting Pty Ltd (Keylan) undertook a door knock with 44 surrounding residents on Muttong Street, Burrong Way and Wombat Street Pemulwuy. Urbis spoke with 32 people and left a calling card for 12 residents who were not home at the time of the door knock. Two people followed up after the door knock. Two people followed up with Urbis through the enquiry line following the door knock.

On 5 November 2020, a second fact sheet providing an update of the proposal, planning process, and advertising the community information session and enquiry line was distributed to a catchment of 370 residents in the Pemulwuy estate.

Briefings with the project team were also offered to 14 community members who made a public submission during the public exhibition period.

An online information session in a webinar format was offered to a catchment of 370 residents in the Pemulwuy estate, three community members attended the session.

Urbis provided an enquiry line for people to contact with questions and feedback from 12 March 2020-17 November 2020. At the time of writing this report, five people have contacted

A summary of consultation activities is outlined in the table below and the activities are described in the sections following.

Table 2 – Outline of numbers for direct feedback received

Feedback mechanism	Number
Stakeholder briefings:	
Requests issued	4
Door knock:	
Number of homes door knocked	44
Number of people spoken with	32
Number of people provided calling card	12
Number of people who followed up afterwards	2
Fact sheet:	
May 2020, number of households reached	370
October 2020, number of households reached	370
Community information and feedback session (webinar):	
Number of community members attended	3
Enquiry lines: 1800 and email:	
Number of people who contacted	5

1.1.3. Fact sheet

A fact sheet was distributed on 12 March 2020 to the mailboxes of approximately 370 households in Pemulwuy estate.

The fact sheet provided an overview of the proposal and planning process and invited members of the community to provide feedback through an enquiry line managed by Urbis Engagement.

A second fact sheet was distributed on 5 November 2020 to the same catchment area.

This fact sheet provided an update on the SSDA, including changes made by the project team addressing feedback collected in the door knock, and outlined the process for providing further feedback.

1.1.6. Community information and feedback session

A 1.5-hour online community information session was held on 12 November 2020.

Community members were invited to the session through a fact sheet that was distributed to 370 residents in Pemulwuy estate. People who emailed the consultation enquiry line were also invited to the information session through a personal email invitation. DPIE emailed the 14 community members who made a public submission with details about the session. Three community members attended the session.

The session included a 30-minute presentation by project team members including ISPT and Aliro Group as well as the urban planner, traffic engineer and visual impact assessment consultant. The session was facilitated by Urbis and included 60 minutes for question and answer time. One member of the DPIE assessment team attended as an observer and answered questions about the statutory assessment process.

A copy of the webinar presentation is provided in Appendix B. A summary of the feedback is included in Section 2 of this report.

1.1.7. Enquiry lines

Members of the public were invited to contact Urbis through a dedicated phone number and email address.

A total of five people have phoned or emailed to provide feedback or seek further information during the period from 12 March – 16 November 2020. A summary of feedback is included in Section 2 of this report.

2. FEEDBACK AND RESPONSES

Key themes which emerged during the consultation process undertaken by Urbis are outlined in Table 2 below.

Table 3 – Summary of feedback received

Feedback	Response
Project sentiment	
- General queries about the site owners and project details. - Queries about the possibility of the site being sold after planning approval. - Several residents are strongly opposed to the site being used for industrial purposes.	- ISPT has been operating for more than 25 years as an investor in property on behalf of its clients, which are some of Australia's largest industry superannuation funds. - ISPT and Aliro Group are seeking to create a high-quality warehousing, distribution and logistics hub at 44 Clunies Ross Street Prospect. - ISPT and Aliro Group is seeking approval for warehouses and transport operations on a 24-hours a day, 7 days per week basis, in line with the site's current operations. - The proposal comprises seven warehouses, associated offices, hardstand (a paved area for parking heavy vehicles), 564 car and truck parking spaces and one small local café. - ISPT is a long-term owner of the Prospect Industrial Estate and is committed to the site. ISPT intends to continue its long-term interest in the site following the final redevelopment. Even if sold, the conditions of approval would remain with the site. - The proposed activities are consistent with the WSEA State Environment Planning Policy (SEPP) including warehouse or distribution centres, transport depots, food and drink premises, freight transport facilities, hardware and building supplies.
Traffic and parking	
Existing road network	Existing road network
- Feedback that the local road network is dangerous and concerns an increase in traffic will negatively impact residents living in Pemulwuy estate. Residents reported traffic cutting through Pemulwuy estate to get to the Great Western Highway. It was noted Wombat Street roundabout is busy because it is used by people outside the estate. It was noted cars are choosing to detour through Pemulwuy estate because there is no traffic lights or speed cameras. - Feedback Clunies Ross Road is often congested. It was noted the traffic light at Clunies Ross Street onto the Great Western Highway has a short time cycle and this blocks traffic on Clunies Ross Street.	- Traffic analysis and modelling was carried out as part of the SSD submission. As part of the traffic assessment the performance of Clunies Ross Street and Wombat Street roundabout has been reviewed. According to the results of the simulation, the road network is operating at an acceptable level and will continue to operate at its current level of service with minimum delays and queues. - Traffic analysis shows that the on-site loading bays for each individual warehouse and building will meet operational demand and should ensure there is no need for trucks or cars to queue on local roads.
	Access and egress

Feedback	Response
- It was noted there is a dangerous right-hand turn from Muttong and Wombat Street as a result of trucks using Clunies Ross Street at night. Access and egress - There is a strong preference for traffic to use Foundation Place as the primary or sole access point. - Enquires about the volume of traffic anticipated on Clunies Ross Street generated from the industrial estate. Parking - It was noted trucks are currently parking on both sides of Clunies Ross Street and this is dangerous for residents, particularly when travelling at night. - Feedback car parking should be prohibited on Clunies Ross Street. Traffic management and driving training - Queries about how Aliro Group and ISPT are working with Cumberland Council to deter people from using neighbouring streets. - Queries about how the site operators will ensure staff are not using local streets to access the site. - Concern about safety for children living in residential area with trucks using neighbouring streets. - Queries about the strategies to mitigate/monitor traffic if it is discovered the recommended techniques for traffic management are not effective. Providing feedback about operations - Queries about whether there would be ongoing community consultation during the annual review process of the traffic impact assessments. - Request for residents to have a contact number if drivers are not following the code of conduct.	- Traffic analysis indicates 70% of traffic movements will access and exit the industrial site through Foundation Place, away from residential properties. - The remaining 30% of traffic will access the site from Clunies Ross Street. This equates to 14-30 vehicles per hour during the morning and afternoon peak (or 1-3 vehicles every five minutes in peak times). Parking - The site provides up to 564 car parking spaces and sufficient truck parking areas to meet site operation requirements, meaning there is no reason for trucks or cars to park on the street. - Installing 'no stopping' signage on Clunies Ross Street is a matter for Cumberland Council. Traffic management and driving training - It is unlikely that the traffic using the industrial estate will decide to traverse through the residential areas on the following grounds: - Clunies Ross Street provides a straight and easy access (~750m travel) onto Great Western Highway, hence providing accessibility to the wider road network. - The next available route to provide access onto Great Western Highway is Greystanes Rd which requires a detour for incoming and outgoing traffic and increases travel time. - Wombat Street and other residential connections in the immediate vicinity provide local access only. Travelling east through Wombat Street provides no immediate connectivity to the wider network or arterial roads when compared to the access via Clunies Ross Street and Foundation Place. - Trucks operating at Concessional Mass Limits (CML) can only access approved General Mass Limits (GML) road networks. - There will be signage at both Foundation Place and Clunies Ross Street advising drivers the industrial estate is to be used for private access only. This could include electronic signs at both entrances to warn people they are not allowed to enter. - There will be a delineation of pavement materials at both Foundation Place and Clunies Ross Street access points to provide a visual cue that the industrial estate is private property. - There will be an overarching Operational Traffic Management Plan (OTMP) and further site-specific OTMPs will be prepared (in response to a suitable condition of consent) to set practical measures to minimise parking on local roads, including Clunies Ross Street.

Feedback	Response
	- A Drivers Code of Conduct will be included as part of the OTMPs to prevent truck drivers parking off-site. - Attendees to all warehouses will be regular users, that is staff and truck drivers. The site operators will provide sufficient induction about the on-site loading bays and parking policy. - The site will provide a café to serve the needs of the workforce and reduce unnecessary demand on the road network as a result of staff leaving for lunch. - There will be an annual monitoring system and traffic surveys to review the traffic strategies and make changes if required. Providing feedback about operations - Residents can contact ISPT and Aliro Group to be included in the review process. A public website will also be established to publish the results of the traffic review for residents to read. - Subject to approval, residents can contact ISPT and Aliro Group during the operation of Prospect Industrial Estate.
Consultation process	
- Clarification on the consultation process and the level of consultation. - Feedback about a need to door knock on Warin Avenue. - Feedback a personalised letter should be sent out to residents who own properties. - Queries about the consultation process with Council, government agencies and Aboriginal heritage.	- Consultation undertaken by the proponent is outlined in Section 2 of this report. - DPIE ran a statutory consultation process. This process involved contacting government agencies, distributing a letter to over 600 near landowners and publishing an advert in the local paper. - ISPT and Aliro Group will lodge a response to submission with DPIE, who will publish the response on the major project's website. DPIE will undertake further statutory consultation after the response to submissions has been lodged. - Blacktown and Cumberland Council both made submissions on the proposal and consultation will be ongoing following the response to submissions. - The Deerubbin Local Aboriginal Land Council was consulted in the preparation the SSDA. This included a site tour to inform the Aboriginal Cultural Heritage reporting requirements.
Design and built form	
- Concern about the height of warehouse 1 (originally at 42m) impacting residents' amenity. - Queries about the height of the development and how the buildings will integrate with the natural landscape.	- In response to community feedback, ISPT and Aliro Group have significantly decreased the height of Warehouse 1 from 42 metres to 25 metres. - Warehouse 1 is 25m high (reduced from 42m) and is sunken below the ground level of Clunies Ross Street. This topography means warehouse 1 sits in line with the six remaining warehouses, which are 13.7m high.

Feedback	Response
- Questions about the proposed colour and design of the warehouses. - Queries about the landscape maintenance plan to ensure trees do grow the proposed heights.	- ISPT are long term investors who are seeking to deliver a high-quality estate. ISPT typically hold onto of assets for up to 30-year time periods. ISPT has a strong commitment to keep the industrial estate presentable and well maintained. - Street frontages will be landscaped to mitigate potential visual and acoustic impacts to residential properties throughout Pemulwuy estate. - The native landscaping proposed is a combination of screening trees that grow 10m in height, Australian gum trees that grow 15m in height and a hedge that is 3m. This combination will ensure there is a thick and diverse green screening around the site. The trees will be between 2m-4m when planted to ensure there is high quality landscaping from day one. - Offices on the site will be interspersed with the warehouses to improve visual amenity along the Clunes Ross Street frontage. - Neutral shades are proposed to blend in with the landscape. Significant changes to the approved colour scheme would require a modification to the SSDA and the approval of DPIE. - A plan of management will outline a maintenance schedule to ensure that the trees are well cared for and can grow as planned. The landscape schedule is a requirement attached to the estate in perpetuity. This includes a two-year warranty with a landscape contractor before responsibility will be handed back to the site owners.
Site suitability	
- Positive feedback about generating employment in Western Sydney. - Feedback about ensuring jobs are for locals through a local participation plan. - Several residents support the site being used for industrial uses. - Feedback about the nature of the proposal disrupting the Pemulwuy estate. - Request for site to be rezoned to parkland and not used as an industrial site. - Queries about the employment generating potential of other uses, including office and educational uses, in comparison to the proposed use.	- The site is located within the Western Sydney Employment Area (WSEA), a state-significant employment area, and is zoned for industrial land uses under the WSEA State Environment Planning Policy (SEPP). - Prospect Logistics Estate is anticipated to create 780 operational jobs and more than 774 jobs during construction. - The proposed activities are consistent with what is allowed under the WSEA SEPP, including warehouse or distribution centres, transport depots, food and drink premises, freight transport facilities, hardware and building supplies. - ISPT and Aliro Group undertook market research to understand demand for the existing site. The site is located too far from public transport for educational and office needs. Office use exclusively is also prohibited under the current zoning.
Site operations	

Feedback	Response
▪ Queries about actions to mitigate noise in relation to residential premises. ▪ Queries about how noise levels will be measured and monitored. ▪ Concern from some residents about the 24/7 operations. ▪ Queries about air quality impacts, monitoring and management.	▪ ISPT and Aliro Group are committed to working closely with neighbours to minimise disruption during the construction and operation of the estate. An acoustic wall currently separates the western boundary of the residential area from Clunies Ross Street and the site. Further acoustic and visual treatments (such as walls, landscaping and tree bays) will be included to provide further noise treatment on top of the existing acoustic wall. ▪ ISPT and Aliro Group are committed to undertake an operational noise impact assessment once the site is in operation to ensure the noise criteria outlined in the Acoustic Assessment Report that's was submitted with the SSDA is being met. ▪ Parking of heavy vehicles and loading areas are located away from residences to reduce noise. ▪ The site is permitted for 24/7 operations and currently operates 24/7. ▪ Proposed operations are expected be mainly low impact industry assembly such as e-commerce and industrial, distribution and warehousing. ▪ The existing Austral operation is industrial and not enclosed within a building. It is anticipated the proposed uses will result in improved noise and air quality impacts in the future.
Heritage	
▪ Concern about encroachment on Prospect Hill and Reserve. ▪ Queries about the impact on view lines from Prospect Hill. ▪ Queries about the consistency of the proposal with the "Prospect Hill Plan of Management" prepared by Cumberland Council. ▪ Feedback some residents would like more of the reserve to be protected.	▪ ISPT and Aliro Group acknowledge Prospect Hill is an important site for Aboriginal people and the wider community. ▪ There will be no development on Prospect Hill or on the heritage reserve at the base of Prospect Hill. As per the Heritage Impact Assessment in the EIS, the development would result in a neutral impact on the heritage reserve. ▪ The proposed development is consistent with Council's Plan of Management. Part of lot 107 under Council's Plan is noted as culturally significant. That part of lot 107 will not be developed. ▪ ISPT and Aliro Group have undertaken visual analysis, and this was accessed in the Heritage Impact Assessment lodged with the EIS and this shows that buildings would not obstruct the important views to and from Prospect Hill (e.g. Blue Mountains, St Bartholomew's Church). ▪ The warehouses adjacent to Prospect Hill are lower than the existing office building on the site and provide greater setback/curtilage than what is currently there. The site will also be landscaped to further address visual impacts. ▪ ISPT and Aliro Group are working in consultation with Cumberland Council and the NSW Heritage Council to

Feedback	Response
	ensure the site is protected as a place of significance and the proposed development does not interfere with Prospect Hill.
Construction	
▪ Queries about construction timeframe. ▪ Concern about asbestos removal and demolition process.	▪ Subject to approval, construction will begin immediately and take approximately three years to complete. ▪ Warehouses will be delivered in a staged approach, with the timing based on the uptake of warehouse tenants. ▪ During construction, dust control measures will be implemented to minimise the generation of dust. While some dust may be generated during earthmoving and construction works, over the long term the air quality is likely to improve compared with current operation of the Austral site. The removal of asbestos and other waste matter will be undertaken in accordance with NSW Health and Safety legislation. ▪ Responses regarding the management of construction traffic are covered above.

DISCLAIMER

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

FACT SHEET

PROSPECT LOGISTICS ESTATE

COMMUNITY UPDATE

NOVEMBER 2020

ISPT and Aliro Group are seeking to create a high-quality warehousing, distribution and logistics hub at 44 Clunies Ross Street Prospect.

Located in a state-significant employment area and zoned for industrial land uses, Prospect Logistics Estate is anticipated to create 780 operational jobs. Uses will be low impact industry and include distribution and warehousing of clothing, food, medicines and other consumer goods. This newsletter provides an update on the proposal, a response to recent feedback from neighbours, and information about an upcoming community consultation event.

Response to feedback

In response to community feedback, Aliro Group and ISPT have made a number of important changes to the proposal, which include:

- **Significantly decreasing the height** of Warehouse 1 from 42 metres to 25 metres
- Additional **traffic calming strategies**, to manage impacts on neighbours.

A recap of what's proposed

- » Seven industrial **warehouses**
- » Supporting **offices**
- » **Hardstand** (a paved area for parking heavy vehicles)
- » 564 car and truck **parking** areas
- » A small local **café**
- » Aliro Group is seeking **warehouses and transport operations** on a 24-hours a day, 7 days per week basis, in line with the site's current operations.

Community information session

ISPT and Aliro Group invite you to join us online for a community information session to learn more and ask the project team questions. If you are unable to attend a webinar, you can contact Urbis for further information.

We welcome your attendance on:

Thursday 12 November 2020
6:30pm–8:00pm

https://us02web.zoom.us/join/wn_zwj52jFrSoWag37mg6aXaA



Artist impression of Warehouse 1 from Clunies Ross Drive
Source: SBA Architects



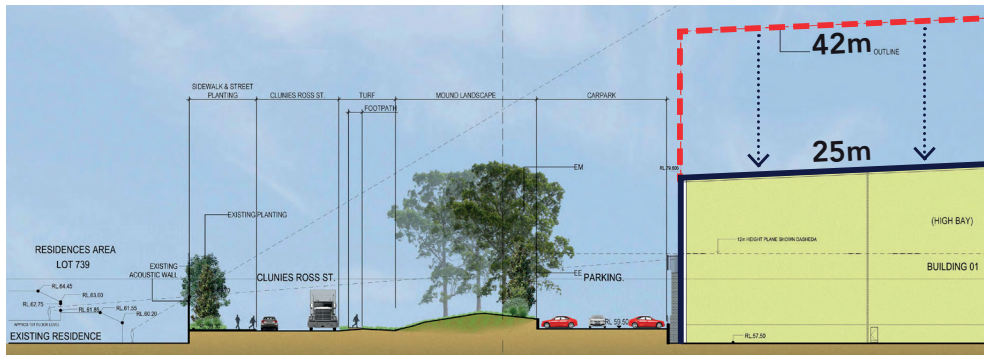
Building height

In the proposal submitted to DPIE in August 2020, warehouses ranged in height from 11 metres to 42 metres with a gross floor area of circa 96,000m².

Warehouse 1, a high bay warehouse fitted with racks used for storing goods, was situated on the lowest part of site and furthest distance from Prospect Hill.

In response to feedback from near neighbours, the height of warehouse 1 will be reduced from 42 metres to 25 metres.

Landscaping along Clunies Ross Street will further screen buildings from neighbours.



Drawing showing reduced height of Warehouse 1, located on Clunies Ross Street in relation to surrounding elements. Source: SBA Architects

An important employment precinct

The site is within the Western Sydney Employment Area (WSEA), a state-significant employment area, and is zoned for industrial land uses under the WSEA State Environment Planning Policy (SEPP).



The proposal is expected to create more than

774 jobs

during construction and

780 jobs

once fully operational.

Traffic and parking

The design submitted to DPIE in August 2020 includes an internal road located to the north of the site to allow traffic to use Foundation Place as the primary entry and exit and Clunies Ross Street as the secondary access and exit. This is intended to steer the large majority of traffic away from the adjacent residential area.

The site provides up to 564 car and truck parking spaces to ensure there is no need for on-street parking. The site also provides sufficient loading areas within the site to avoid queuing on residential streets.

Traffic modelling has also identified that the Clunies Ross Street/Wombat Street roundabout will still operate with a 'Level of Service A' post-development.

In response to feedback about cars cutting through the residential estate and trucks parking on Clunies Ross Street making it unsafe, ISPT and Aliro Group are further investigating the following traffic calming strategies:

- Signage at both Foundation Place and Clunies Ross Street advising that the driveway is to be used for private access only
- A delineation of pavement materials at both street access points to provide a visual queue that the estate is private property.

ISPT and Aliro Group will undertake yearly or bi-yearly Local Area Traffic Impact Assessments to determine the effectiveness of the above measures and investigate other alternatives if proving unsuccessful.

Project timeline



Next Steps

- » ISPT and Aliro Group will **consider feedback** and lodge a response to submissions.
- » Subject to approval, **construction will begin** immediately and take approximately three years to complete.
- » Warehouses will be delivered in a **staged approach**, with the timing based on the uptake of warehouse tenants.



Urbis, a consultancy company, has been engaged by ISPT and Aliro Group to collect community feedback. Contact Urbis for information, to share your feedback or to register for the information webinar. 1800 244 863 or engagement@urbis.com.au

APPENDIX B

WEBINAR POWERPOINT



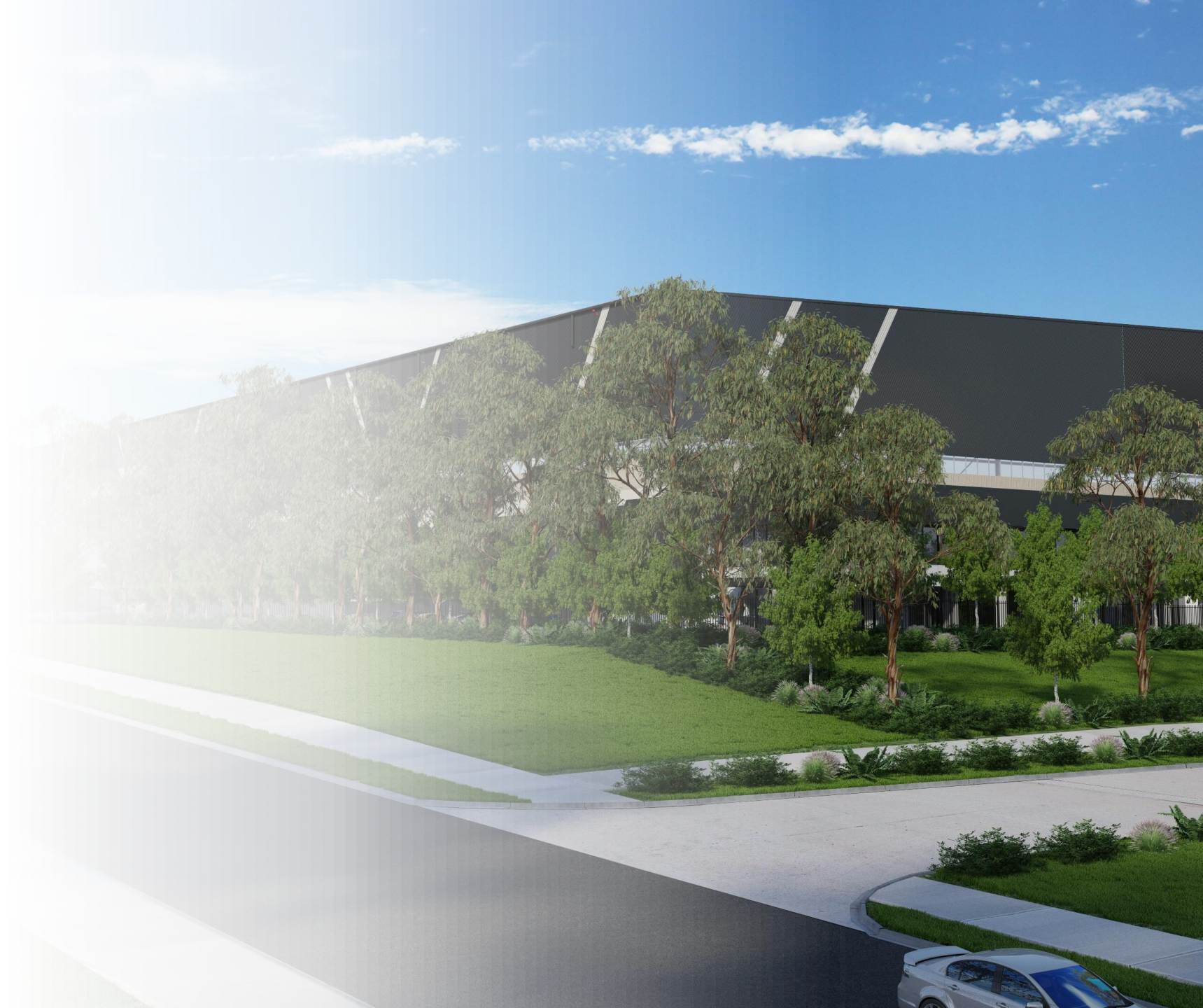
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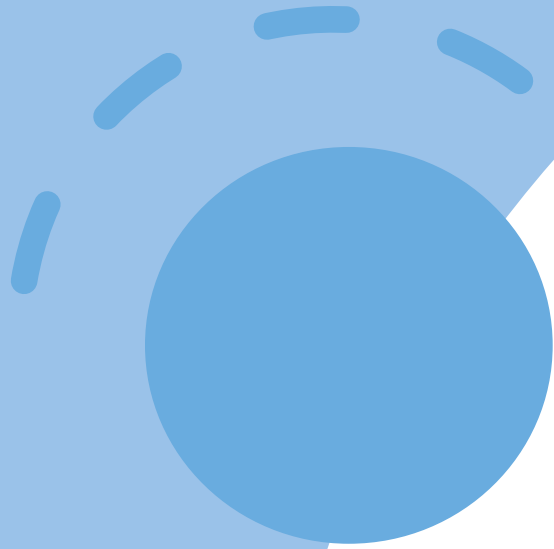
44 CLUNIES ROSS STREET, PROSPECT

COMMUNITY INFORMATION SESSION

12 NOVEMBER 2020

SSD-10399

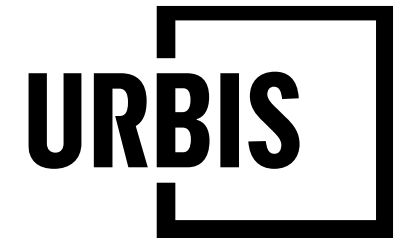




WELCOME AND ACKNOWLEDGEMENT OF COUNTRY

INTRODUCTIONS





TODAY'S SESSION



This session will be recorded.



**Presentation
followed
by a Q&A.**



**Ask questions
through the facilitator
or by clicking on the
Q&A button and
typing.**

PROSPECT LOGISTICS ESTATE

44 Clunies Ross Street, Prospect



A high-quality warehousing, distribution
and logistics hub



ISPT CORE FUND INVESTORS

AustralianSuper



HESTA

AMISTSUPER
Your industry fund

ausbil



CareSuper



clubplus
SUPERANNUATION

ESSSuper
Emergency Services & State Super



LUCRF
super

media
super



Statewide
Your local industry fund Super

sunsuper

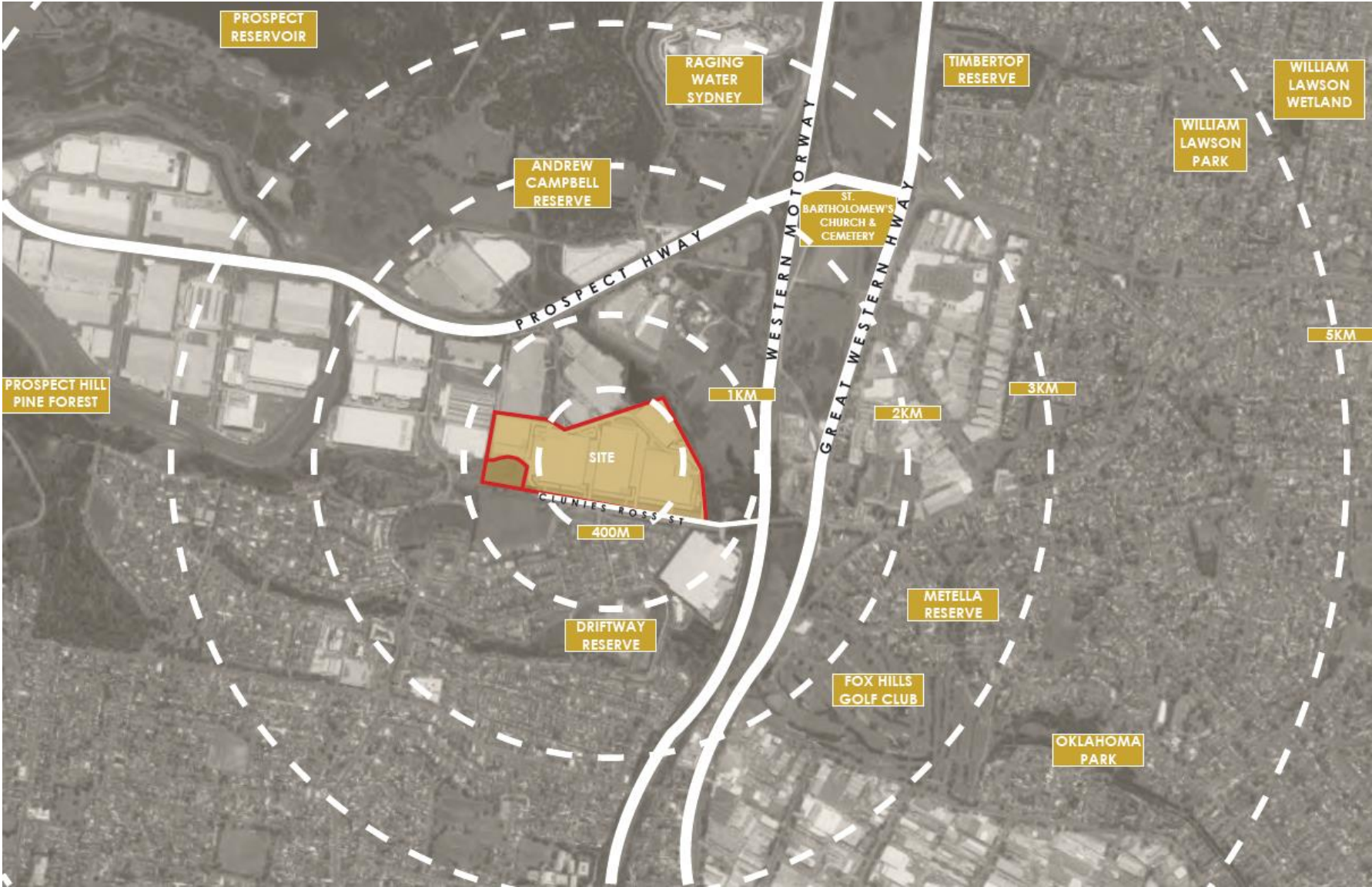
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AS AT 30 JUNE 2020

SITE CONTEXT



AN IMPORTANT EMPLOYMENT PRECINCT



Located in a **state-significant employment area** and zoned for industrial land uses, Prospect Logistics Estate is anticipated to create 780 operational jobs.



SITE CONTEXT



WAREHOUSING AND DISTRIBUTION



Uses will include distribution and warehousing of clothing, food, medicines and other consumer goods.



Australia's changing buying habits

10th largest ecommerce market globally by revenue.



Eight of 10 Australians shop online.



One in 10 items is purchased online.

The proposal includes:



Seven industrial warehouses



Supporting offices



Hardstand (a paved area for parking heavy vehicles)



564 car and truck parking areas



A small local café



Operations on a 24-hours a day, 7 days per week basis, in line with the site's current operations



FOUNDATION PLACE

LOT 10

07
WAREHOUSE

06
WAREHOUSE

LOT 107

HERITAGE RESERVE

I

04
WAREHOUSE

03
WAREHOUSE

02
WAREHOUSE

01
WAREHOUSE

05
WAREHOUSE

LOT 63

CLUNIES ROSS ST

J

K

WHAT WE HEARD

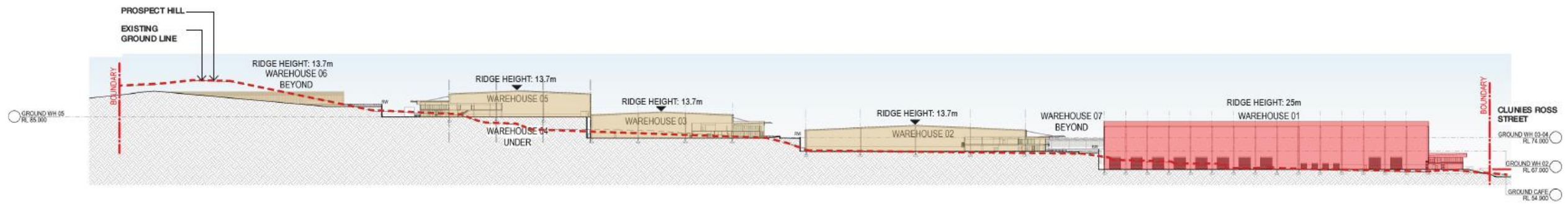
- Warehouse 1 is too high and impacts on neighbours' views
- Trucks currently parking on Clunies Ross Street are dangerous
- Traffic is already short-cutting through Pemulwuy estate
- Clunies Ross Street is often congested.

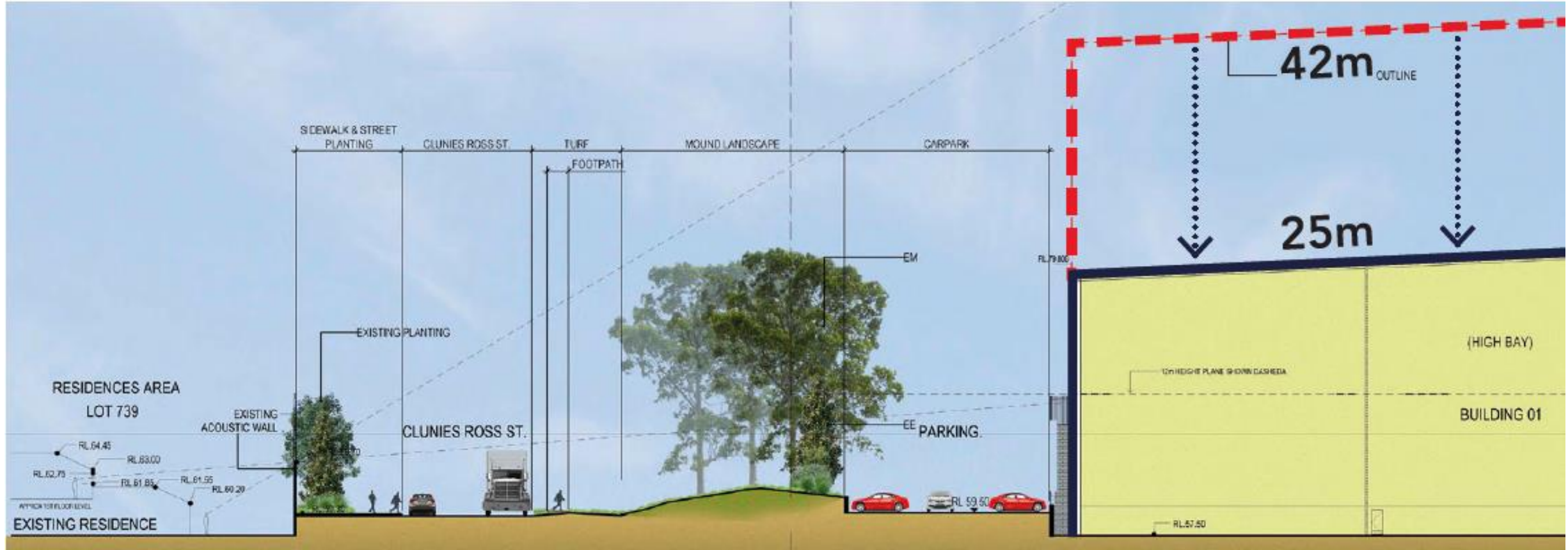
WHAT HAS CHANGED

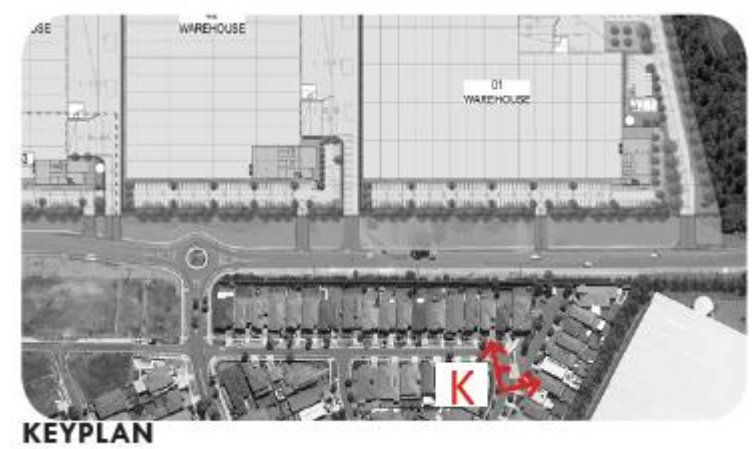
In response to community feedback, Aliro Group and ISPT have made a number of important changes to the proposal, which include:

- Significantly decreasing the height of Warehouse 1 from 42 metres to 25 metres
- Additional traffic calming strategies, to manage impacts on neighbours.

WHAT HAS CHANGED – BUILDING HEIGHT







Existing



Building envelope



Corner of Muttong St and Burraga Way

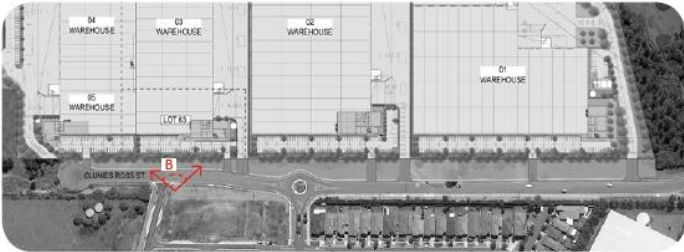
After 10 years



Species: *Elaeocarpus eumundii*
Mature height: 10m
Pot size: 500L
Native



Clunies Ross St



KEYPLAN

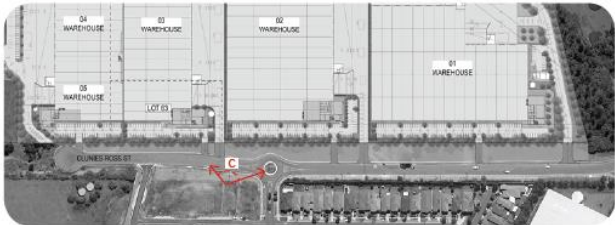
Existing



After 10 years



Existing



KEYPLAN



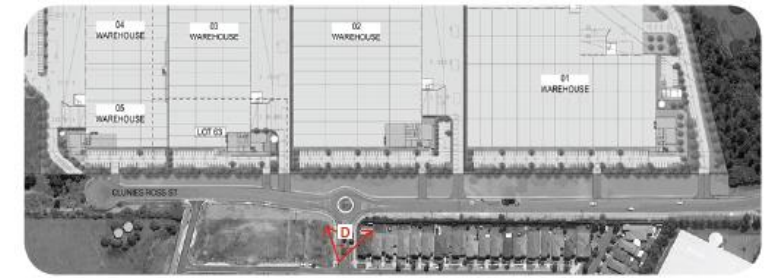
After 10 years

PROPOSED VIEW C



Wombat Street Roundabout

Existing

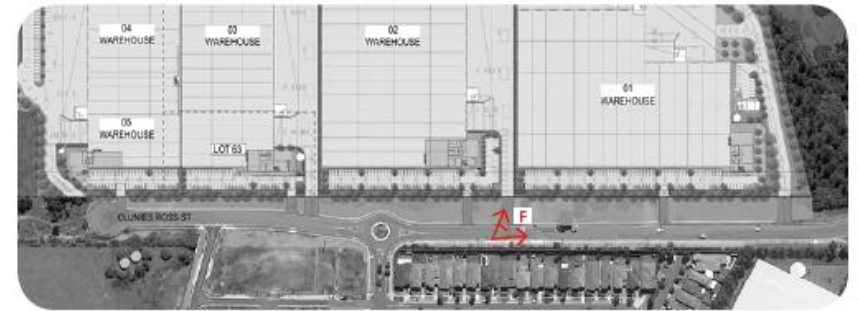


KEYPLAN

After 10 years



Wombat Street Roundabout



KEYPLAN

Existing



After 10 years



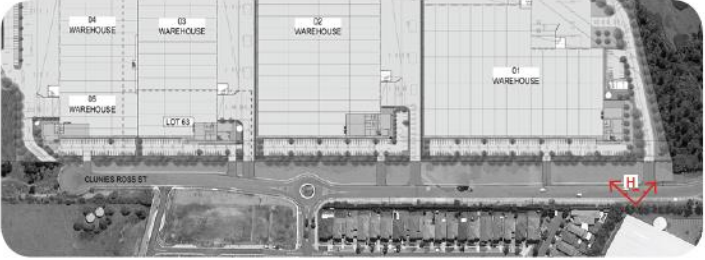
Clunies Ross St



Reduced height of 25m

Artist impression of Warehouse 1 from Clunies Ross Drive

Existing



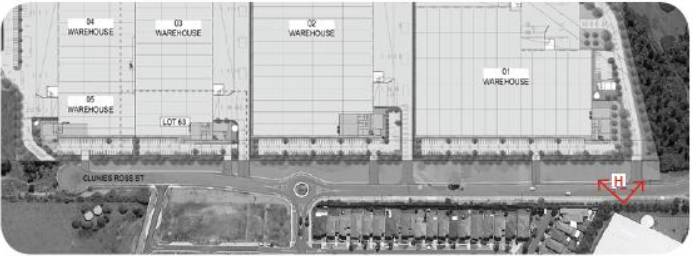
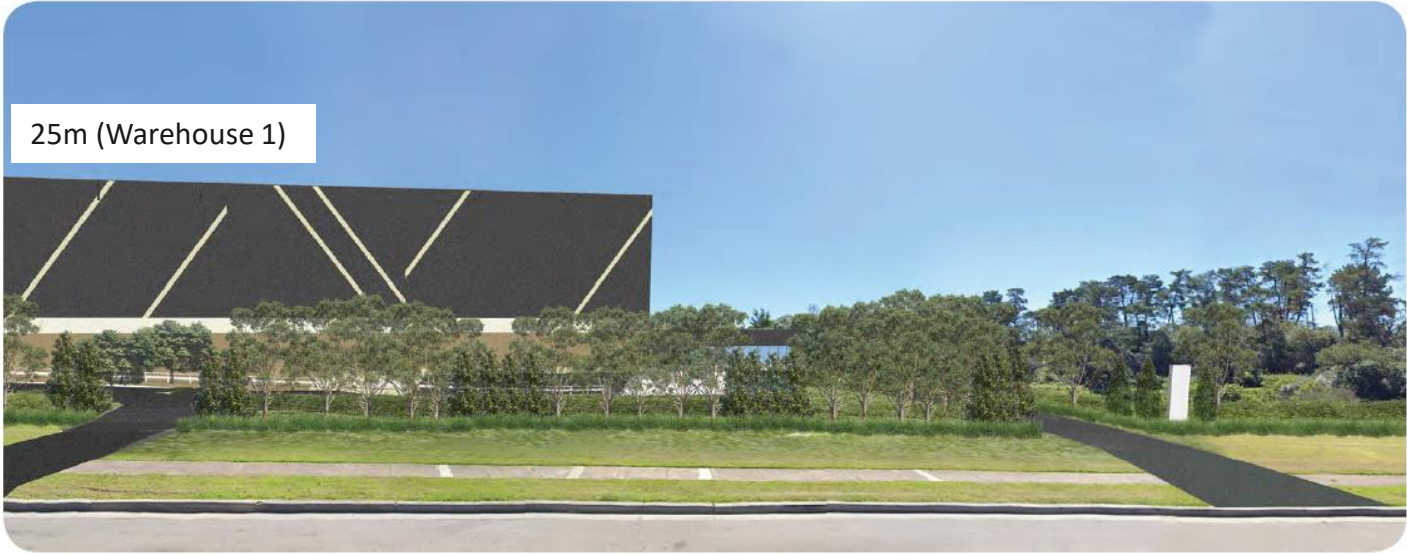
KEYPLAN

0 years



Warehouse 1 from
Clunies Ross Drive

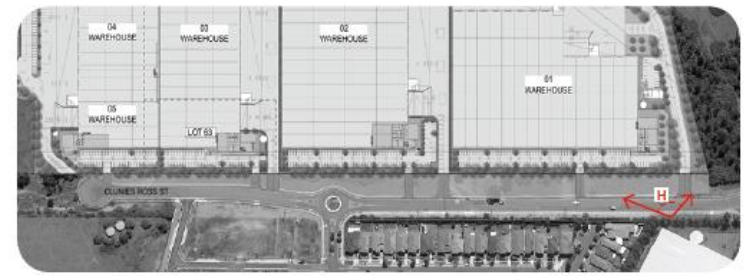
After 5 years



KEYPLAN

After 10 years





KEYPLAN

Existing



0 years



Clunies Ross St

**After 5
years**



**After
10 years**

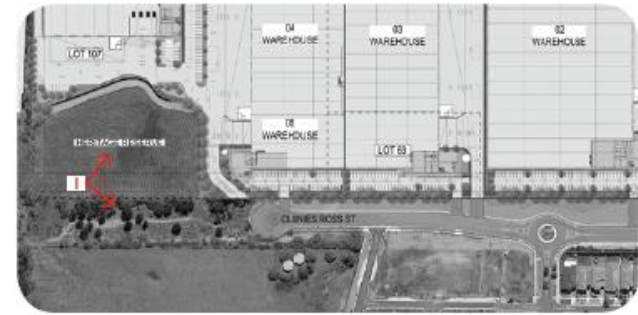


Clunies Ross St

Existing



0 years



**Prospect Hill, looking down
towards Clunies Ross Street**

After 5 years



After 10 years



KEYPLAN

**Prospect Hill, looking down
towards Clunies Ross Street**

Existing



0 years



KEYPLAN

Prospect Hill, looking down
towards Clunies Ross Street



KEYPLAN

After 5 years



After 10 years

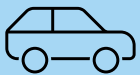


**Prospect Hill, looking down
towards Clunies Ross Street**

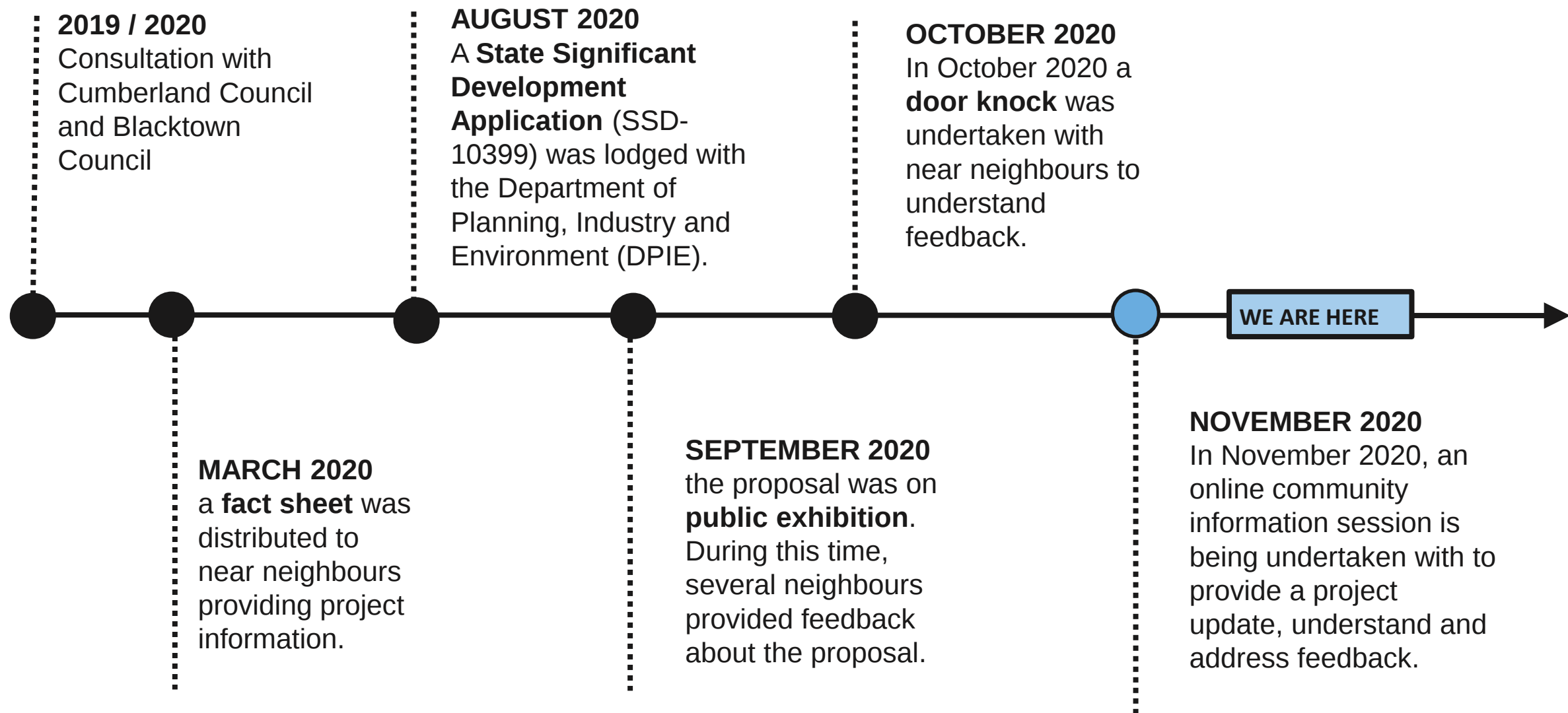
WHAT HAS CHANGED – TRAFFIC AND ACCESS

- Foundation Place is the **primary entry and exit** for cars and trucks.
- **70% of traffic** will use Foundation place

Clunies Ross Street is a **secondary access and exit** for cars and trucks.

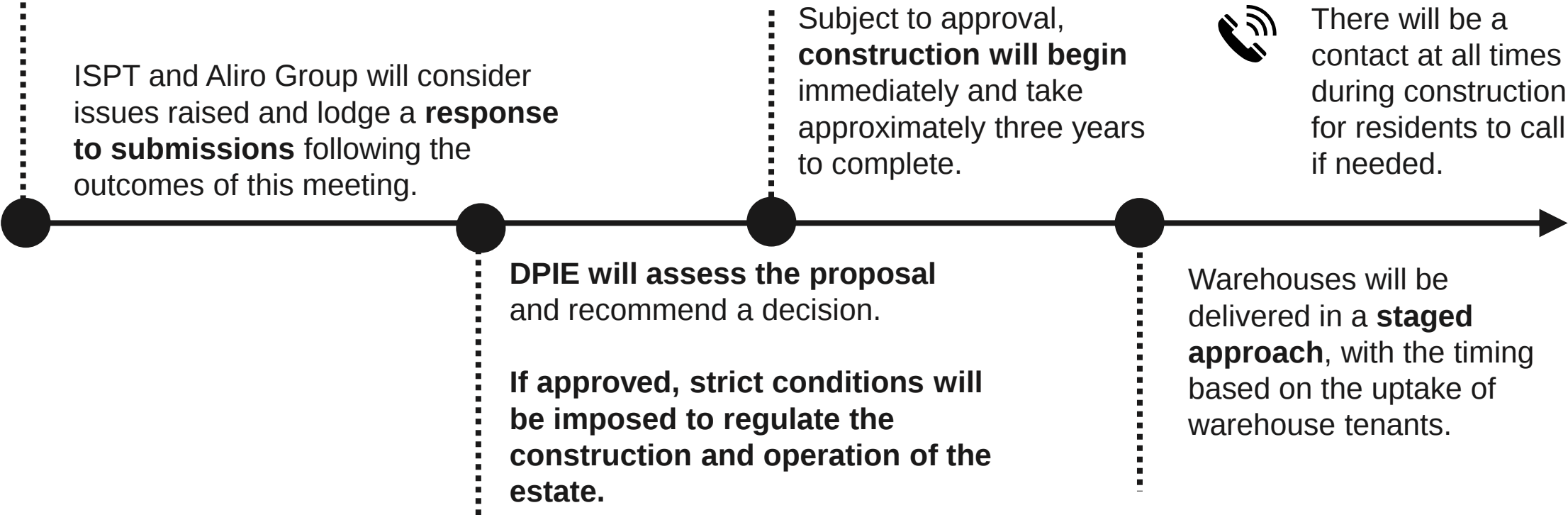


PLANNING PATHWAY



Ongoing consultation with Cumberland Council and Blacktown Council

NEXT STEPS



Ongoing consultation with Cumberland Council and Blacktown Council



QUESTIONS?

MORE INFORMATION



<https://www.planningportal.nsw.gov.au/major-projects/project/25981>

Or search **SSD-10399** on the NSW Government **major projects** website.

You can contact the team on **engagement@urbis.com.au** or call **1800 244 863**.



