



APPENDIX C COMMUNITY ENGAGEMENT TABLE

Table 1 Stakeholder Identification, Consultation and Project Response

| Stakeholders | How this group was consulted | Feedback | Project response |
|-------------------------------|---|---|---|
| Government authorities | | | |
| Penrith City Council (PCC) | <p>Virtual meeting on 6 May 2021 with the various departments at PCC including:</p> <ul style="list-style-type: none"> Planning; Development engineering; Traffic engineering; and Environment. | <p>PCC provided comments on the YLE Concept Masterplan as submitted. A high-level overview of the comments is provided below:</p> <p><u>Planning, landscaping and orderly development</u></p> <ul style="list-style-type: none"> Recommend that Lot 61 form part of the development scheme. Classification of E2 corridor to be confirmed and designed accordingly. Raised concern regarding alignment of proposed corridor with southern property. Raised concern regarding proliferation of driveway crossings at cul-de-sac head at Lot 61. | <ul style="list-style-type: none"> Lot 61 is subject to a separate DA with PCC. Consideration has been given to the proposal's impact on the site to ensure no undue impacts result from the construction of the YLE and adequate access is provided to Lot 61 to ensure it is not isolated. A Biodiversity Development Assessment Report (BDAR) has been prepared which confirms that the corridor does not have riparian values beyond a 2nd order stream. The corridor is therefore addressed as an 'environmental corridor' as part of the EIS and is being treated accordingly. Refer to the EIS for details on the proposed width and design of the environmental corridor. The cul-de-sac head has been designed in accordance with the current DA for Lot 61 to ensure that the lot can be accessed from the proposed estate road. The concept landscape masterplan provides landscape treatments to the driveway |

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| | | <ul style="list-style-type: none"> Recommend layering of street trees if landscape setbacks are not increased. Notes that proposal must fully comply with draft DCP or alternatively be assessed on merit and use draft DCP as a guide, meaning that a better planning outcome must prevail. Recommend Warehouse 1 car park and heavy vehicle driveway be located further north to avoid vehicle conflict at the roundabout. | <p>crossings to ensure that a positive landscape outcome is achieved within this site interface. Detailed landscape plans will form part of a future DAs for Lot 3.</p> <ul style="list-style-type: none"> A detailed landscape design is proposed for all public domain areas which maximise street tree planting within landscape setbacks. The design of the YLE has been guided by the draft DCP. It is intended that the SSD is assessed on merit, with improved planning outcomes being achieved where there are non-compliances. The Warehouse 1 carpark and heavy vehicle driveway location has been assessed as part of the Transport Assessment, no issues or concerns have been raised from a traffic engineer perspective. |
| | | <p><u>Water quality management</u></p> <p>PCC WSUD Policy targets must be achieved. Requests that a WSUD/Water Quality Management Strategy be submitted.</p> | <p>A WSUD/Water Quality Management Strategy has been prepared for the YLE in accordance with the Penrith City Council DCP 2014. Refer to the detail responses provided in Appendix E of this EIS.</p> |
| | | <p><u>Engineering Design and Stormwater Management</u></p> <p>Provided details on the Engineering and Stormwater documentation to be submitted with the SSDA, includes stormwater, flooding, earthworks and subdivision details.</p> | <p>The SSDA is supported by all the required Civil documentation as requested by PCC, refer to the Civil Drawings and Civil Report contained within Appendix K and L of the EIS.</p> |

| Stakeholders | How this group was consulted | Feedback | Project response |
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| | | <p><u>Traffic Management and Road Design</u></p> <p>Comments regarding the required documentation and compliance against the Draft DCP. Recommends provision for kerbside road shoulders, verge widths for pathways and pedestrian gaps in central median.</p> <p>Does not support construction of half roads.</p> <p>Requests information regarding Temporary Access Road and proposed intersection works on Mamre Road.</p> | <p>The proposed internal road network has been designed in accordance with the draft DCP.</p> <p>The Access Road will be constructed in full, refer to the EIS for discuss on the anticipated delivery arrangement.</p> <p>Design details of the proposed Temporary Access Road and intersection works are provided within Appendix K.</p> |
| | | <p><u>Waste Management</u></p> <p>Provided details of the relevant waste management controls outlined within Part D- Land Use Controls of the Penrith DCP 2014.</p> | <p>Waste management arrangements have been provided in accordance with the relevant provisions of the draft Mamre Road DCP. Refer to the DCP Compliance Table provided at Appendix E.</p> |
| Environment Protection Authority | An email was sent on 16 April 2021 requesting a meeting or email comments based on the project overview and concept masterplan. | No response. | No response. |
| Western Sydney Planning Partnership | An email was sent on 16 April 2021 | No response. | No response. |

| Stakeholders | How this group was consulted | Feedback | Project response |
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| | requesting a meeting or email comments based on the project overview and concept masterplan. | | |
| Department of Planning, Industry and Environment specifically the: | GPT, as part of the MRP LOG have been involved in ongoing discussions with the DPIE in respect to the planning and development of the MRP. Ongoing discussions with the DPIE have informed early concept planning for the YLE and anticipated planning outcomes for the MPR, particularly with regard to the precinct transport network and draft DCP. | | |
| Central (Western) team, Place Design and Public Spaces Group | Virtual meeting on 23 March 2021 representatives from the Central (Western) team and a representative from the DPIE Major Projects team. | <p>General feedback on the status of the draft Mamre Road DCP.</p> <p>Only feedback provided relating to the SSD is the need for the SSD to address the draft Mamre Road DCP Water Sensitive Urban Design controls.</p> | The YLE Concept Masterplan has been designed to achieve compliance with the draft Mamre Road DCP. Where non-compliances occur, alternative measures have been adopted to facilitate a better planning outcome. Refer to the Draft MRP DCP Compliance Table at Appendix E for further detail. |
| Cumberland Plain Conservation Plan, Resilience Planning | <p>Virtual meeting in November 2020 involving the DPIE Mamre Road Team and CPCP Team.</p> <p>Subsequent virtual meeting on 19 May</p> | <p>Provided feedback on the proposed relocation of the E2 corridor, including commentary on curvature and widths and ensuring overshadowing of the corridor is avoided.</p> <p>Advised that the CPCP is in a post-exhibition phase and that they may not be</p> | The proposed corridor alignment has been designed in accordance with the advice provided by the Cumberland Plain Conservation Plan (CPCP) team and overshadowing has been avoided where possible. A BDAR has been prepared by Cumberland Ecology to assess the ecological conditions of the non-bio certified |

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| | 2021 involving three representatives from the CPCP team, and other DPIE representatives from the Central (Western) team and Major projects team. | able to realign the biocertified area with the realigned corridor. This may mean an individual ecological assessment is required for the non-biocertified area. | area. A separate Vegetation Management Plan has been prepared for the proposed relocated E2 corridor. Refer to the Section 6.1.7 of the EIS for further discussion. |
| Environment, Energy and Science Group | An email was sent on 16 April 2021 requesting a meeting or email comments based on the project overview and concept masterplan. | No response. | No response. |
| Water Group (including the Natural Resources Access Regulator) | Comments were provided in email on 4.8.2020 following a virtual meeting held on 3.8.20. | <ul style="list-style-type: none"> Existing watercourse within the E2 zone is not identified as 'waterfront land' as defined by the WM Act. The proposed realignment is accepted by Natural Resources Access Regulator (NRAR). NRAR note that the realignment should not include 90-degree sharp meanders and should mimic a natural stream design. Realignment is to minimise impacts to remnant vegetation areas upstream of the site. | <ul style="list-style-type: none"> The proposed realigned corridor does not include 90-degree sharp meanders and does mimic a natural stream design as detailed in the Civil Drawings submitted with Appendix K. A VMP is submitted with the SSDA to ensure that remnant vegetation areas are not impacted by the proposed realignment. The corridor width has been increased to a 35m corridor containing a 25m E2 Environmental Conservation zone. |

| Stakeholders | How this group was consulted | Feedback | Project response |
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| | | <ul style="list-style-type: none"> NRAR does not support the reduction in corridor width from 40m to 20m. Recommend that flood detention requirements be considered and suitable locations for basins be allocated early in the planning process. | <ul style="list-style-type: none"> Flood detention basins have been sited on either side of the corridor and one on the Mamre Road frontage as indicated in the Concept Masterplan. |
| Service providers | | | |
| Endeavour Energy | Email as part of the Service Infrastructure Assessment | Provided letter advice regarding the proposed electrical infrastructure, staging and location. Advised that the proposed new South Erskine Park Zone Substation expected to be commissioned in Q3 2022 will have sufficient capacity to support the YLE. | <p>Electrical Infrastructure connections have been designed to consider the future South Erskine Park Zone Substation. Temporary connections will be delivered in the interim from the existing network along Mamre Road.</p> <p>Refer to the Section Error! Reference source not found. for further discussion.</p> |
| Fire and Rescue NSW | An email was sent on 10 May 2021 requesting a meeting or email comments based on the project overview and concept masterplan. | No response. | No response. |
| NSW Rural Fire Service | Comments provided via email on 3 June 2021. | Letter advice identifying regarding the matters to be addressed as part of the SSD, specifically: | <p>A Bushfire Assessment Report has been prepared for the SSD, refer Appendix KK.</p> <p>The general fire safety construction provisions of the NCC are taken as acceptable solutions, and AS 3959</p> |

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| | | <ul style="list-style-type: none"> Compliance with AS 3959 and the NASH Standard must be considered when meeting the aim and objective of <i>Planning for Bush Fire Protection 2019</i>. Potential hazards on the adjoining E2 Environmental Conservation Zone east of Warehouse 2 and 3 need to be properly addressed. This includes the potential for the area to regenerate or rehabilitate to a natural state (e.g. Grassy Woodland). <p>Potential hazards within the proposed 35 metre wide riparian corridor are to be properly addressed.</p> | <p>and the NASH Standard are not considered as a set of Deemed to Satisfy provisions for the non-residential development.</p> <p>Potential hazards on the adjoining E2 zone east of Warehouse 2 and 3 have been considered, as well as those associated with the proposed 35m wide environmental corridor.</p> |
| Sydney Water | Email as part of the Service Infrastructure Assessment | Provided letter advice regarding the trunk drinking water being delivered, recycled water servicing strategy and expected delivery of waste water infrastructure, of which is currently in the concept design phase. | <p>The potable, non-potable and waste water infrastructure services at the site have been designed in regard to the advice provided by Sydney Water, including interim and ultimate scenarios.</p> <p>Refer to the Section 6.2.1 of the EIS for further discussion.</p> |
| Transport for NSW | Virtual meeting on 23 April 2021. | <p>TfNSW did not raise any initial concerns regarding the proposed concept masterplan, proposed interim access from Mamre Road or integrated freight network alignment.</p> <p>TfNSW have engagement WSP to undertake a comprehensive review of the</p> | None |

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| | | SSD. Formal comments will be provided as part of the post-lodgement referral process. | |
| Western Sydney Airport Corporation | Virtual meeting on 4 May 2021. | Request information be provided in the SSDA relating to: <ul style="list-style-type: none"> Proposed landscape species Proposed land uses and Details of the development staging and how excavated land will be managed after Stage 1. | Information regarding proposed landscape species, proposed land uses and intended development staging is provided in the Section 3 of the EIS. |
| Community | | | |
| Surrounding local landowners and stakeholders including <ul style="list-style-type: none"> Mamre Road Precinct Land Owner Group (LOG), including: <ul style="list-style-type: none"> Mirvac Altis Property Partners Frasers Property Australia Fife Capital | Ongoing LOG meetings regarding the broader Mamre Road Precinct. | Discussions regarding the delivery of infrastructure in the MRP and the LOG position on the draft MRP DCP. No feedback provided in relation to the project. | Project has been designed to align with the road infrastructure to be delivered by Mirvac and alignment of the proposed E2 corridors. |

| Stakeholders | How this group was consulted | Feedback | Project response |
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| <ul style="list-style-type: none"> - Stockland - ESR ▪ Emmaus Retirement Village ▪ Emmaus Catholic College ▪ Trinity Primary School ▪ Little Smarties Early Learning Centre ▪ Mamre Anglican School ▪ Properties located in Kemps Creek: ▪ 799-803 Mamre Road ▪ 783a Mamre Road ▪ 819-831 Mamre Road ▪ 833-843 Mamre Road ▪ 833b Mamre Road ▪ 833a Mamre Road | <p>Fact sheet</p> <p>Enquiry line and phone number</p> | None | The GPT Group welcomes feedback on the proposal during all stages of the approval process. |

| Stakeholders | How this group was consulted | Feedback | Project response |
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| <ul style="list-style-type: none"> ▪ 845-857 Mamre Road ▪ 845a Mamre Road ▪ 859-869 Mamre Road ▪ 805-817 Mamre Road ▪ 884-902 Mamre Road ▪ 904-928 Mamre Road ▪ 930-966 Mamre Road ▪ 930a Mamre Road ▪ 930b Mamre Road. | | | |
| Local Aboriginal Stakeholders | | | |
| Darug Custodian Aboriginal Corporation (DCAC) | Virtual meetings on the following dates: <ul style="list-style-type: none"> ▪ 11.08.20 ▪ 18.09.20 ▪ 02.10.20 | In response to GPT's desire to collaborate and use an indigenous name for the estate, the DCAC recommended various names for the proposed estate, including 'Yiribana'. | The estate has been named 'Yiribana Logistics Estate'. This name acknowledges the Darug people and simply means 'this way' in Darug language. |