



# YIRIBANA LOGISTICS ESTATE

Consultation Outcomes Report

Prepared for  
**THE GPT GROUP**  
May 2021



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**Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.**

**We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.**

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## Appendix A Fact sheet



# ABBREVIATIONS

Table 1 Abbreviations

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

# 1. INTRODUCTION

This consultation outcomes report has been prepared by Urbis Pty Ltd (Urbis) for The GPT Group to support the EIS (Environmental Impact Statement) to support the development approval of the Yiribana Logistics Estate (the development or YLE). The proposed development includes five industrial warehouses and associated elements to support manufacturing, logistics and distribution industries.

## 1.1. RESPONSE TO SEARS

This consultation outcomes report aims to meet the Secretary's Environmental Assessment Requirements (SEARs) for SSD- 10272349. Table 2 identifies the relevant SEARs requirement/s and corresponding reference/s within this report.

Table 2 Response to SEARs SSD-10272349

SEARs item	Reference within this report
Consultation	
<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with:</p> <ul style="list-style-type: none"><li>• Penrith City Council</li><li>• Department of Planning, Industry and Environment, specifically the:<ul style="list-style-type: none"><li>○ Central (Western) team, Place Design and Public Spaces Group</li><li>○ Cumberland Plain Conservation Plan, Resilience Planning</li><li>○ Environment, Energy and Science Group</li><li>○ Planning Resilience team</li><li>○ Water Group (including the Natural Resources Access Regulator)</li></ul></li><li>• Endeavour Energy</li><li>• Environment Protection Authority</li><li>• Fire and Rescue NSW</li><li>• NSW Rural Fire Service</li><li>• Sydney Water</li><li>• Transport for NSW</li><li>• Water NSW</li><li>• Western Sydney Airport Corporation</li><li>• Western Sydney Planning Partnership</li><li>• surrounding local landowners and stakeholders.</li></ul>	Sections 3

SEARs item	Reference within this report
<p>The EIS must describe the consultation process and the issues raised and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p>	<p>Section 3</p>

## **2. CONSULTATION PROCESS**

Consultation activities were carried out between October 2020 to March 2021. These activities and their purpose are outlined below. The stakeholders identified and their feedback are summarised in Section 3 of this report.

### **2.1. APPROACH AND PURPOSE OF CONSULTATION**

The consultation approach was developed in accordance with the International Association of Public Participation's (IAP2) Public Participation principles and guided by Department of Planning, Industry and Environment (formerly Department of Planning and Environment), *Community and Stakeholder Engagement guidelines, June 2017*.

The purpose of consultation for this project was to:

- Deliver clear and factual key messages throughout the EIS development process
- Articulate the facts of the proposal and the potential impact on key stakeholders
- Communicate the benefits of the proposal
- Provide opportunities for stakeholders to contribute feedback on the proposal.

### **2.2. CONSULTATION ACTIVITIES**

#### **2.2.1. Fact sheet**

The fact sheet outlined key features of the proposal and invited stakeholders and the community to provide feedback. It included details of a project email and phone number managed by Urbis to enable collection of this feedback. It was mailed to 15 households near the site (listed in Section 3) on 24 March 2021.

The fact sheet was also emailed to key stakeholders, including local businesses and schools, outlined in Section 3.

The fact sheet is in Appendix A.

#### **2.2.2. Engagement email and phone line**

The fact sheet provided a dedicated phone number and email address managed by Urbis to enable people to provide feedback on the project.

No enquiries have been received at the time of writing this report.

#### **2.2.3. Project emails and stakeholder meetings**

The GPT Group and Urbis Planning corresponded through emails and meetings with the government authorities and service providers identified in in Section 3.



### 3. STAKEHOLDERS AND THEIR FEEDBACK

Stakeholders are individuals, groups of individuals or organisations that may be impacted (positively or negatively) by a project. Urbis Engagement and The GPT Group identified stakeholders in line with the SEARs. The following table outlines the key stakeholders who were consulted, any issues raised and the project response.

Table 3 Stakeholder identification

Stakeholders	How this group was consulted	Feedback	Project response
<b>Government authorities</b>			
Penrith City Council (PCC)	Virtual meeting on 6 May 2021 with the various departments at PCC including: <ul style="list-style-type: none"> <li>▪ Planning</li> <li>▪ Development engineering</li> <li>▪ Traffic engineering</li> <li>▪ Environment.</li> </ul>	PCC provided comments on the YLE Concept Masterplan as submitted. A high-level overview of the comments is provided below: <p><u>Planning, landscaping and orderly development</u></p> <ul style="list-style-type: none"> <li>▪ Recommend that Lot 61 form part of the development scheme.</li> <li>▪ Classification of E2 corridor to be confirmed and designed accordingly. Raised concern regarding alignment of proposed corridor with southern property.</li> <li>▪ Raised concern regarding proliferation of driveway crossings at cul-de-sac head at Lot 61.</li> <li>▪ Recommend layering of street trees if landscape setbacks are not increased.</li> <li>▪ Notes that proposal must fully comply with draft DCP or alternatively be</li> </ul>	<ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ A BDAR has been prepared which confirms that the corridor does not have riparian values beyond a 2<sup>nd</sup> 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.</li> <li>▪ 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 crossings to ensure that a positive landscape outcome is</li> </ul>

Stakeholders	How this group was consulted	Feedback	Project response
		<p>assessed on merit and use draft DCP as a guide, meaning that a better planning outcome must prevail.</p> <ul style="list-style-type: none"> <li>Recommend Warehouse 1 car park and heavy vehicle driveway be located further north to avoid vehicle conflict at the roundabout.</li> </ul>	<p>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"> <li>A detailed landscape design is proposed for all public domain areas which maximise street tree planting within landscape setbacks.</li> <li>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.</li> <li>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.</li> </ul>
		<p><u>Water quality management</u></p> <p>PCC Water Sensitive Urban Design (WSUD) Policy targets must be achieved. Requests that a WSUD/Water Quality Management Strategy be submitted.</p>	<ul style="list-style-type: none"> <li>A WSUD/Water Quality Management Strategy has been prepared for the YLE in accordance with the Penrith City Council DCP 2014.</li> </ul>
		<p><u>Engineering Design and Stormwater Management</u></p> <p>Provided details on the Engineering and Stormwater documentation to be submitted</p>	<ul style="list-style-type: none"> <li>The SSDA is supported by all the required Civil documentation as requested by PCC, refer to the Civil Drawings and Civil Report contained within the SSDA Package.</li> </ul>

Stakeholders	How this group was consulted	Feedback	Project response
		with the SSDA, includes stormwater, flooding, earthworks and subdivision details.	
		<u>Traffic Management and Road Design</u> 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. Does not support construction of half roads. Requests information regarding Temporary Access Road and proposed intersection works on Mamre Road.	The proposed internal road network has been designed in accordance with the draft DCP. The Access Road will be constructed in full, refer to the EIS for discuss on the anticipated delivery arrangement. <ul style="list-style-type: none"> <li>Design details of the proposed Temporary Access Road and intersection works are provided within the SSDA package.</li> </ul>
		<u>Waste Management</u> Provided details of the relevant waste management controls outlined within Part D- Land Use Controls of the Penrith DCP 2014.	<ul style="list-style-type: none"> <li>Waste management arrangements have been provided in accordance with the relevant provisions of the draft Mamre Road DCP. Refer to the DCP Compliance Table contained within the SSDA package.</li> </ul>
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.

Stakeholders	How this group was consulted	Feedback	Project response
Western Sydney Planning Partnership	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.
Department of Planning, Industry and Environment specifically the:  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.	General feedback on the status of the draft Mamre Road DCP.  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.	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 Mamre Road Precinct DCP compliance table and EIS for further detail.
Cumberland Plain Conservation Plan, Resilience Planning	Virtual meeting in November 2020 involving the DPIE Mamre Road Team and CPCP Team.  Subsequent virtual meeting on 19 May 2021 involving three representatives from the CPCP team, and other DPIE representatives from the Central	Provided feedback on the proposed relocation of the E2 corridor, including commentary on curvature and widths and ensuring overshadowing of the corridor is avoided.  Advised that the CPCP is in a post-exhibition phase and that they may not be able to realign the biocertified area with the realigned corridor. This may mean an individual ecological assessment is required for the non-biocertified area.	The proposed corridor alignment has been designed in accordance with the advice provided by the 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 area. A separate Vegetation Management Plan has been prepared for the proposed relocated E2 corridor.  Refer to the EIS for further discussion.

Stakeholders	How this group was consulted	Feedback	Project response
	(Western) team and Major projects team.		
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"> <li>Existing watercourse within the E2 zone is not identified as 'waterfront land' as defined by the Water Management Act 2000.</li> <li>The proposed realignment is accepted by NRAR. NRAR note that the realignment should not include 90-degree sharp meanders and should mimic a natural stream design.</li> <li>Realignment is to minimise impacts to remnant vegetation areas upstream of the site.</li> <li>NRAR does not support the reduction in corridor width from 40m to 20m.</li> <li>Recommend that flood detention requirements be considered and suitable locations for basins be allocated early in the planning process.</li> </ul>	<ul style="list-style-type: none"> <li>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 the SSDA.</li> <li>A Vegetation Management Plan is submitted with the SSDA to ensure that remnant vegetation areas are not impacted by the proposed realignment.</li> <li>The corridor width has been increased to a 35m corridor containing a 25m E2 Environmental Conservation zone.</li> <li>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.</li> </ul>

Stakeholders	How this group was consulted	Feedback	Project response
<b>Service providers</b>			
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.	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.  Refer to the EIS for further discussion.
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: <ul style="list-style-type: none"> <li>Compliance with AS 3959 and the NASH Standard must be considered when meeting the aim and objective of Planning for Bush Fire Protection 2019.</li> <li>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</li> </ul>	A Bushfire Assessment Report has been prepared for the SSD, refer <b>Appendix KK</b> .  The general fire safety construction provisions of the NCC are taken as acceptable solutions, and AS 3959 and the NASH Standard are not considered as a set of Deemed to Satisfy provisions for the non-residential development.  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.

Stakeholders	How this group was consulted	Feedback	Project response
		<p>regenerate or rehabilitate to a natural state (e.g. Grassy Woodland).</p> <ul style="list-style-type: none"> <li>Potential hazards within the proposed 35 metre wide riparian corridor are to be properly addressed.</li> </ul>	
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 wastewater 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 EIS for further discussion.</p>
Transport for NSW	Virtual meeting on 23 April 2021.	No comments, TfNSW have engagement WSP to undertake a comprehensive review of the SSD. Formal comments will be provided as part of the post-lodgement referral process.	None
Water NSW	Virtual meeting on 4 May 2021.	<p>Request information be provided in the SSDA relating to:</p> <p>Proposed landscape species</p> <p>Proposed land uses and</p> <p>Details of the development staging and how excavated land will be managed after Stage 1.</p>	Information regarding proposed landscape species, proposed land uses and intended development staging is provided in the EIS as part of the SSDA.

Stakeholders	How this group was consulted	Feedback	Project response
Western Sydney Airport Corporation	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.
<b>Community</b>			
Mamre Road Precinct Land Owner Group (LOG), including: <ul style="list-style-type: none"> <li>• Mirvac</li> <li>• Altis Property Partners</li> <li>• Frasers Property Australia</li> <li>• Fife Capital</li> <li>• Stockland</li> <li>• ESR</li> </ul>	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 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
<p>Surrounding local landowners and stakeholders including:</p> <p>Emmaus Retirement Village</p> <p>Emmaus Catholic College</p> <p>Trinity Primary School</p> <p>Little Smarties Early Learning Centre</p> <p>Mamre Anglican School</p> <p>Properties located in Kemps Creek:</p> <p>799-803 Mamre Road</p> <p>783a Mamre Road</p> <p>819-831 Mamre Road</p> <p>833-843 Mamre Road</p> <p>833b Mamre Road</p> <p>833a Mamre Road</p> <p>845-857 Mamre Road</p> <p>845a Mamre Road</p> <p>859-869 Mamre Road</p> <p>805-817 Mamre Road</p> <p>884-902 Mamre Road</p>	<p>Fact sheet</p> <p>Enquiry line and phone number</p>	<p>None</p>	<p>The GPT Group welcomes feedback on the proposal during all stages of the approval process.</p>

Stakeholders	How this group was consulted	Feedback	Project response
904-928 Mamre Road 930-966 Mamre Road 930a Mamre Road 930b Mamre Road.			
<b>Aboriginal stakeholders</b>			
Darug Custodian Aboriginal Corporation (DCAC)	Virtual meetings on the following dates: <ul style="list-style-type: none"> <li>▪ 11.08.20</li> <li>▪ 18.09.20</li> <li>▪ 02.10.20</li> </ul>	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.

## 4. CONSULTATION NEXT STEPS

The GPT Group welcomes feedback on the proposal. The GPT Group will continue to keep stakeholders and the community informed of the project approval process through the exhibition and determination phases through:

- Fact sheets delivered by email and letterbox drop
- Briefings as requested
- Website updates.

# 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**



# YIRIBANA LOGISTICS ESTATE

The GPT Group is planning for the Yiribana Logistics Estate at Lots 59-60 DP 259135 Mamre Road, Kemps Creek.

The Yiribana Logistics Estate will provide a state-of-the-art industrial and logistics precinct to support Western Sydney. As part of the Greater Sydney Commission's vision for a 30-minute city, the estate will provide additional employment opportunities and deliver economic benefits for the local area.

When complete, the proposed facility will include:



Five high quality warehouse and office facilities



Internal road network and open space



Car parking

## Benefits of the project

The Yiribana Logistics Estate will support development of Western Sydney by providing employment opportunities and responding to the need for zoned industrial land identified in the Greater Sydney Commission's *A Metropolis of Three Cities: Greater Sydney Region Plan, Western City District Plan*, and the draft *Western Sydney Aerotropolis Plan*.



**700**

jobs during the construction phase



**1,100**

jobs during the operational phase



**\$270M**

capital investment in the Mamre Road Precinct

## About the project

The site is in the Mamre Road Precinct within the broader Western Sydney Employment Area (WSEA).

The GPT Group is seeking approval for the project from the Department of Planning, Industry and Environment through the State Significant Development Application (SSDA) process. The first development approval for the project would include:

- Concept masterplan of five industrial warehouses and associated elements including an internal road network and car parking
- Stage 1: construction and use of Warehouses 1 and 3 for manufacturing industries and/or warehouse and distribution centres, operating 24 hours/day, seven days/week.
- Stage 2, which includes construction of warehouse buildings 2, 4 and 5 will be subject to separate development applications.

## Site access

Initially, vehicles will access the site from Mamre Road using a temporary access road. In the future, vehicles will use a signalised intersection south of the site along Mamre Road. Broader access to the site is from the M4 Motorway and Great Western Highway to the north and Elizabeth Drive to the south, via Mamre Road. Mamre Road has been earmarked for future upgrades. Stakeholders have started planning and design.

## Yiribana: The Movement of People and Goods "This Way"

In consultation with a representative body for the Traditional Owners of the area and the Kemps Creek site, Darug Custodian Aboriginal Corporation (DCAC), GPT has named the logistics estate 'Yiribana'. This name acknowledges the Darug people and their descendants and simply means 'this way' in Darug language.





## PLANNING PATHWAY

### WE ARE HERE

- GPT is preparing a State Significant Development Application (SSDA) which includes an Environmental Impact Statement (EIS)**
- Early 2021** GPT will lodge the SSDA with the Department of Planning, Industry and Environment (DPIE)
- Mid 2021** DPIE will place the SSDA on public exhibition for further comment
- Late 2021** Expected determination
- Early 2022** Construction likely to begin

## MORE INFORMATION

GPT has commissioned Urbis Engagement to collect your feedback and provide further information about the Yiribana Logistics Estate.

**You can reach the team on:**

✉ [engagement@urbis.com.au](mailto:engagement@urbis.com.au)

☎ 1800 244 863

**Prepared for the GPT Group**



The GPT Group is one of Australia's largest diversified listed property groups with assets across retail, office, logistics and commercial development. GPT's experience in delivering high quality warehousing and logistics developments, particularly within Western Sydney, enables a depth of experience and understanding of the key issues, challenges and drivers of employment lands and industrial development across the Greater Sydney region.

\* Date is subject to DPIE process



