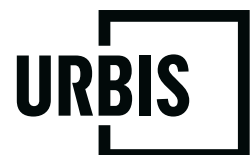




SUMMIT AT KEMPS CREEK

Community and Stakeholder
Participation Outcomes Report

Prepared for
ISPT
19 December 2023 - updated



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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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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1. INTRODUCTION

This Community and Stakeholder Participation Outcomes Report (report) has been prepared by Urbis Pty Ltd (Urbis) for ISPT Pty Ltd (ISPT). The report informs part of the Environmental Impact Statement (EIS) to support the State Significant Development Application (SSDA) for warehousing and distribution uses at 706-752 Mamre Road, Kemps Creek (the site).

The community and stakeholder engagement for the project was informed by a community and stakeholder participation strategy that was prepared in line with the Department of Planning and Environment's (DPE) *Undertaking Engagement Guide: Guidance for State Significant Projects* and the International Association of Public Participation's (IAP2) Public Participation Spectrum.

1.1. THE SITE

Situated within the Penrith Local Government Area (LGA), the site is around 51 hectares in size and fronts Mamre Road. The proposal is located within the newly zoned industrial area within the Mamre Road Precinct. It forms part of the broader Western Sydney Employment Area (WSEA) and is approximately five kilometres northeast of the future Western Sydney International Airport.

As part of the vision for the Western Sydney Aerotropolis, the proposed estate will support the Government's commitment to realising a 30-minute city by providing more employment opportunities to residents in Kemps Creek and neighbouring suburbs.

The surrounding land uses include the Mamre Anglican School and Emmaus Catholic College to the north and rural lots to the south, east, and west. The nearest residential area is situated approximately 1.4km to the southwest of the site in Luddenham.

There are several sensitive receivers to the north. These include the Emmaus Catholic College, Trinity Catholic Primary School, Mamre Anglican School, Catholic Healthcare Emmaus Retirement Village, Catholic Healthcare Emmaus Residential Aged Care Home and Little Smarties Learning Centre.

1.2. PROJECT CONTEXT

ISPT Pty Ltd (ISPT) is preparing a State Significant Development Application (SSDA) for a warehouse and logistics estate (the estate) at 706-752 Mamre Road, Kemps Creek. The SSDA will be submitted through the Department of Planning and Environment (DPE).

The proposal seeks approval of a concept master plan for an estate comprising eight industrial buildings, associated office space and a cafe. The proposal also seeks approval for detailed stage one works, including:

- Demolition and vegetation clearing, bulk earthworks, retaining walls, construction of internal roads and external connections.
- Construction of three warehouse buildings with associated office space ('Warehouse 1', 'Warehouse 2' and 'Warehouse 3' under the concept masterplan).
- Car parking, stormwater infrastructure, landscaping and amenity.

The site currently consists of undeveloped rural land and one residential dwelling. While the surrounding landscape is made of rural residential land, several proposals (non-related to the proposal for 706-752 Mamre Road) are being processed for industrial and warehouse developments, which will significantly change the nature of the surrounding environment.

1.3. RESPONSE TO SEARS

Table 1 outlines the SEARs SSD-30628110 items for the project that relate to consultation and community and stakeholder engagement.

Table 1 Response to SEARs - SSD-30628110

SEARs Item	Project Response
Key issues: Community and Stakeholder Engagement	
A community and stakeholder participation strategy identifying key community members and other stakeholders, including:	<p>The strategy was prepared and implemented to ensure ISPT delivered an engagement program consistent with DPE's <i>Undertaking Engagement Guide: Guidance for State Significant Projects</i>.</p> <p>The strategy carefully considered stakeholders and the surrounding community and their likely impact and interest in the proposal.</p> <p>Refer to Section 2 of this report for more detail.</p>
<ul style="list-style-type: none"> Details and justification for the proposed consultation approach(s) 	<p>The strategy was prepared to identify opportunities for the community and stakeholders to learn about the proposal, understand the process and provide feedback that will inform part of the SSDA submission.</p> <p>Refer to Sections 2 and 3 of this document for an overview of the strategy, which includes the key community members, stakeholders and methods of engagement.</p>
<ul style="list-style-type: none"> Clear evidence of how each stakeholder identified in the community and stakeholder participation strategy has been consulted 	<p>Each stakeholder identified in the strategy was consulted via a tailored method of communication. Each stakeholder had the opportunity to provide feedback and ask questions.</p> <p>Evidence of how each stakeholder was consulted with has been detailed in Section 3.</p> <p>Methods of communication included community newsletters, near business direct emails, consultation emails, phone calls and meetings with the relevant local, State or Commonwealth Government authorities and service providers.</p>
<ul style="list-style-type: none"> Issues raised by the community and surrounding landowners and occupiers 	<p>The outcomes of the engagement, including all issues, feedback and questions raised by the community and surrounding landowners and occupiers has been detailed in Section 4.</p> <p>While the proposed site is located nearby a number of sensitive receivers, there was initially very little feedback or questions received from the community.</p> <p>We suggest this outcome is a result of the proposal being located within the rapidly developing Mamre Road Precinct, and therefore, the impacted</p>

SEARs Item	Project Response
	<p>community is already experiencing significant change and likely to understand the type of impact from this proposal.</p> <p>However, due to the proximity of the development to the education facilities on Bakers Lane, a meeting was scheduled to ensure sufficient consultation. Issues raised by the schools are available in Section 4.</p>
<ul style="list-style-type: none"> Clear details of how issues raised during consultation have been addressed and whether they have resulted in changes to the development 	<p>Throughout consultation, schools were generally satisfied with the approach with no changes required to development. Further details are available in Section 4.</p>
<ul style="list-style-type: none"> Details of the proposed approach to future community and stakeholder engagement based on the results of consultation. 	<p>The outcomes of the proposed future approach for engagement with the community is outlined in Section 5.</p>
Engagement	
<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.</p> <p>In particular you must consult with:</p>	<p>The strategy was prepared to connect with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</p> <p>Refer to Section 4 of this document for a detailed overview of feedback, methods of consultation and project response.</p>
<ul style="list-style-type: none"> Penrith City Council 	<p>ISPT engaged with Penrith City Council as part of stakeholder engagement.</p> <p>Refer to Section 4 of this report for detail on feedback, methods of consultation and project response.</p>
<ul style="list-style-type: none"> Department of Planning and Environment, specifically the: <ul style="list-style-type: none"> Central (Western) team, Place Design and Public Spaces Group 	<p>ISPT engaged with relevant assessment teams, including the Central (Western) team, Place Design and Public Spaces Group.</p> <p>Refer to Section 4 of this report for detail on feedback, methods of consultation and project response.</p>
<ul style="list-style-type: none"> Environment, Energy and Science Group 	<p>ISPT engaged with relevant assessment teams, including the Environment, Energy and Science Group.</p> <p>Refer to Section 4 of this report for detail on feedback, methods of consultation and project response.</p>

SEARs Item	Project Response
<ul style="list-style-type: none"> – Water Group (including the Natural Resources Access Regulator). 	<p>ISPT engaged with relevant assessment teams, including the Water Group (including the Natural Resources Access Regulator).</p> <p>Refer to Section 4 of this report for detail on feedback, methods of consultation and project response.</p>
<ul style="list-style-type: none"> ▪ Transport for NSW 	<p>ISPT engaged with Transport for NSW).</p> <p>Refer to Section 4 of this report for detail on feedback, methods of consultation and project response.</p>
<ul style="list-style-type: none"> ▪ NSW Rural Fire Service 	<p>ISPT engaged with NSW Rural Fire Service.</p> <p>Refer to Section 4 of this report for detail on feedback, methods of consultation and project response.</p>
<ul style="list-style-type: none"> ▪ Sydney Water 	<p>ISPT engaged with Sydney Water.</p> <p>Refer to Section 4 of this report for detail on feedback, methods of consultation and project response.</p>
<ul style="list-style-type: none"> ▪ WaterNSW 	<p>ISPT engaged with WaterNSW.</p> <p>Refer to Section 4 of this report for detail on feedback, methods of consultation and project response.</p>
<ul style="list-style-type: none"> ▪ Western Sydney Airport Corporation 	<p>ISPT engaged with Western Sydney Airport Corporation.</p> <p>Refer to Section 4 of this report for detail on feedback, methods of consultation and project response.</p>
<ul style="list-style-type: none"> ▪ Surrounding local landowners, businesses and stakeholders, including: <ul style="list-style-type: none"> – Emmaus Catholic College – Trinity Catholic Primary School – Mamre Anglican School – Catholic Healthcare Emmaus Retirement Village – Catholic Healthcare Emmaus Residential Aged Care Home – Little Smarties Learning Centre. 	<p>ISPT engaged with all surrounding local landowners, businesses and stakeholders via a community letterbox drop and direct stakeholder emails.</p> <p>Refer to Section 4 of this report for detail on feedback, methods of consultation and project response.</p>

SEARs Item	Project Response
<ul style="list-style-type: none"> any other public transport, utilities or community service providers. 	<p>ISPT engaged with relevant authorities regarding public transport, utilities and community service.</p> <p>Refer to Section 4 of this report for detail on feedback, methods of consultation and project response.</p>
<p>The EIS must detail the engagement undertaken and demonstrate how it was consistent with the <i>Undertaking Engagement Guide: Guidance for State Significant Projects</i>. The EIS must detail how issues raised and feedback provided have been considered and responded to in the project. Where amendments have not been made to address an issue, a short explanation should be provided.</p>	<p>The engagement strategy was prepared and implemented to ensure ISPT delivered an engagement program consistent with DPE's <i>Undertaking Engagement Guide: Guidance for State Significant Projects</i>.</p> <p>The following report details how issues raised and feedback provided has been considered and responded to in the project.</p> <p>Refer specifically to Section 5 of this report for more detail.</p>

2. COMMUNITY AND STAKEHOLDER PARTICIPATION STRATEGY

Community and stakeholder engagement throughout the development of the SSDA was achieved through the implementation of the engagement strategy outlined in this section.

2.1. ENGAGEMENT OBJECTIVE AND APPROACH

Urbis Engagement was engaged by ISPT to prepare and execute a Community and Stakeholder Engagement Strategy (strategy) for the proposed warehouse and distribution estate (the estate) at 706-752 Mamre Road, Kemps Creek.

In accordance with NSW Department of Planning and Environment (DPE) expectations around early and effective engagement for state significant projects, the strategy was prepared and implemented to ensure ISPT delivered an engagement program consistent with DPE's *Undertaking Engagement Guide: Guidance for State Significant Projects*.

The engagement approach was adapted from the International Association of Public Participation's (IAP2) Public Participation spectrum. The spectrum (Figure 1) describes goals for public participation and the corresponding promise to the public. For this engagement strategy, the engagement objective aligned to the goal of **consulting** with stakeholders and the community. This means our objective was to provide balanced and objective information to assist stakeholders in providing feedback on the project.

Figure 1 IAP2 Public Participation Spectrum

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions	To obtain public feedback on analysis alternatives and/or decisions	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
PROMISE	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Source: IAP2

To achieve this objective, the engagement approach involved:

- Providing consistent, relevant, jargon-free and up to date information on the proposal, impacts, benefits, and the SSDA process through accessible, tailored open lines of communication.
- Providing methods for monitoring and opportunities for the community to give feedback to help inform the planning process.
- Responding appropriately and in a timely manner to concerns or questions raised by the community and stakeholders.
- Facilitating information flow to the project team by establishing working relationships to ensure stakeholder and community views and local knowledge are appropriately incorporated into the design of the project.
- Clearly outlining the negotiables and non-negotiables and the level of effect as a result of feedback.

- Managing expectations by closing the feedback loop by sharing how stakeholder and community views influenced the proposal.

2.2. STAKEHOLDERS

As outlined in the SEARs, DPE defines the stakeholders for this project as the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. As described in DPE's *Undertaking Engagement Guide: Guidance for State Significant Projects*, the community is anyone (individuals, groups of individuals or organisations) interested in or are likely to be affected by the project.

The stakeholders for the project have been categorised into three groups (government authorities, service providers and community), as shown in the Figure 2 below.

Figure 2 Stakeholder categorisation

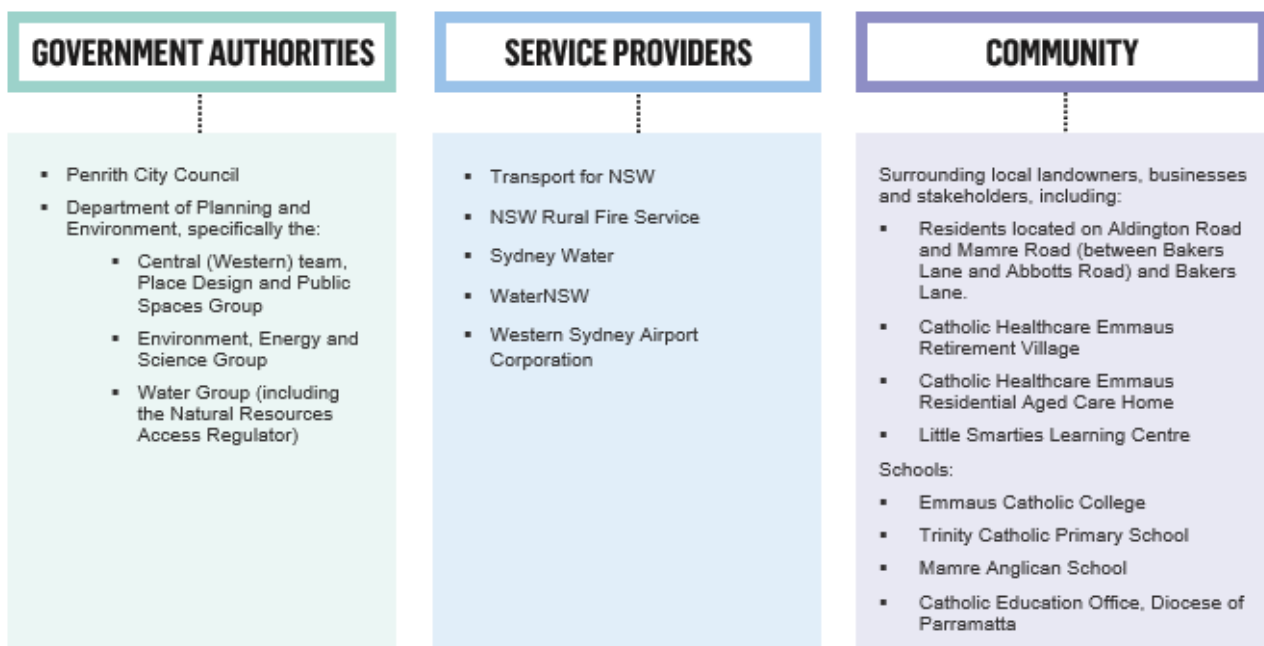


Figure 3 shows the site and the surrounding local landowners, businesses and stakeholders (the relevant community). The relevant community was identified as being likely impacted by or interested in the proposal during construction and operation because of their proximity to the site.

During construction, the relevant community will likely be impacted by noise, dust and construction vehicle traffic. During operation, the relevant community will likely be impacted by changes to the local road network (the proposed new external road) and an increase to traffic from more trucks entering and exiting the site.

As the proposal is located within the rapidly developing Mamre Road Precinct and forms part of the broader Western Sydney Employment Area (WSEA), the relevant community is already experiencing similar changes from other projects and is likely to understand the type of impact from this proposal. Therefore, engagement with the relevant community focused on the potential impacts of this proposal outlined above, specifically: noise, changes to local traffic conditions and traffic during construction and operation.

Figure 3 Community catchment areas



2.3. STAKEHOLDER ENGAGEMENT APPROACH

To ensure a coordinated approach, Urbis Engagement collaborated with ISPT to engage with various stakeholder groups for the proposal. The Stakeholder matrix in Table 2 outlines the stakeholders, engagement objective and forms of engagement.

Table 2 Stakeholder identification

Stakeholder	Engagement objective	Forms of engagement
Government authorities:		
Council <ul style="list-style-type: none"> Penrith City Council 	Consult: Obtain feedback on the proposal.	Virtual meetings Emails
Department of Planning and Environment, specifically the: <ul style="list-style-type: none"> Central (Western) team, Place Design and Public Spaces Group Environment, Energy and Science Group Water Group (including the Natural Resources Access Regulator). 	Consult: Obtain feedback on the proposal.	Written correspondence Virtual meetings
Service providers:		
<ul style="list-style-type: none"> Transport for NSW Sydney Water WaterNSW NSW Rural Fire Service 	Consult: Obtain feedback on the proposal and understand how the proposal may impact each agencies service.	Written correspondence Virtual meetings

Stakeholder	Engagement objective	Forms of engagement
<ul style="list-style-type: none"> Western Sydney Airport Corporation Any other public transport, utilities or community service providers, including: Western Sydney Planning Partnership 		
Community:		
<p>Surrounding local landowners, businesses and stakeholders, including:</p> <p>Nearby residents:</p> <ul style="list-style-type: none"> Residents located on Aldington Road, Bakers Lane and Mamre Road (between Bakers Lane and Abbotts Road) Catholic Healthcare Emmaus Retirement Village Catholic Healthcare Emmaus Residential Aged Care Home Little Smarties Learning Centre 	<p>Consult: Obtain feedback on the proposal and provide balanced and objective information to assist in understanding the proposal's impacts and benefits.</p>	<p>Community newsletter</p> <p>1800 number</p> <p>Engagement email</p> <p>Direct near neighbour emails</p>
<p>Schools:</p> <ul style="list-style-type: none"> Emmaus Catholic College Trinity Catholic Primary School Mamre Anglican School Catholic Education Office, Diocese of Parramatta. 	<p>Consult: Obtain feedback on the proposal and provide balanced and objective information to assist in understanding the proposal's impacts and benefits.</p>	<p>Virtual meetings</p> <p>Community newsletter</p> <p>1800 number</p> <p>Engagement email</p>

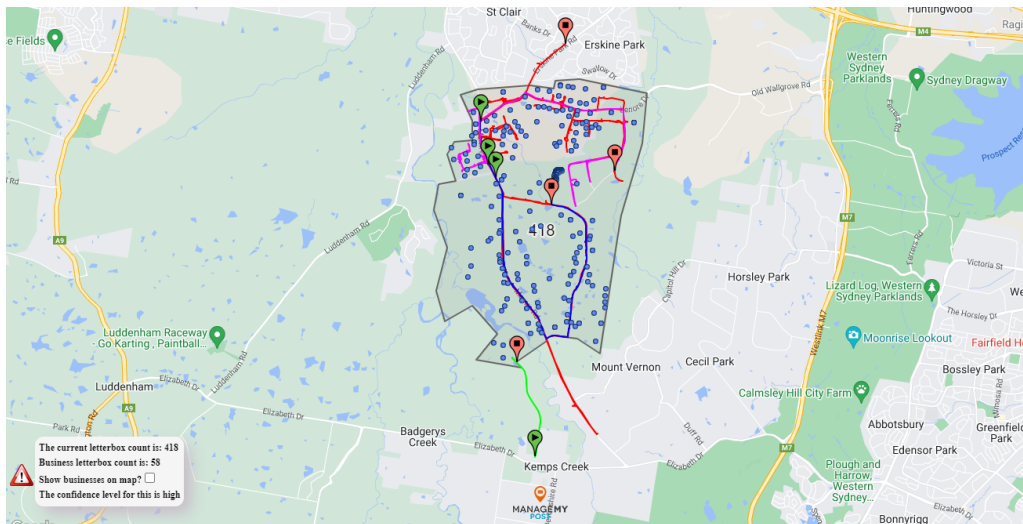
3. FORMS OF ENGAGEMENT

3.1. COMMUNITY NEWSLETTER

The community newsletter outlined key features of the project and invited feedback. It included details of the project email and phone number managed by Urbis Engagement to answer questions and collect feedback.

It was distributed on Wednesday 30 March 2022 by letterbox drop to 476 residents and businesses surrounding the site. The newsletter distribution footprint is outlined in Figure 4 below. The community newsletter included in Appendix A.

Figure 4 Newsletter distribution zone



3.2. DIRECT COMMUNITY STAKEHOLDER EMAILS

The community newsletter was emailed to the non-residential stakeholders, including Little Smarties Learning Centre, Emmaus Catholic College, Trinity Catholic Primary School, Mamre Anglican School and Catholic Healthcare Emmaus Retirement Village.

The email included an invitation to attend a one-on-one meeting with the project team to speak about the proposal in detail. Following the invitation, ISPT had a virtual meeting with Emmaus Catholic College, Trinity Catholic Primary School, Mamre Anglican School, Catholic Education Office and Diocese of Parramatta. A detailed summary of feedback has been outlined in Section 4 of this report.

3.3. PROJECT EMAILS AND STAKEHOLDER BRIEFINGS

ISPT corresponded through emails and meetings with the government authorities (including DPE Assessment Team and Penrith City Council) and service providers identified in Section 2.3.

A detailed summary of feedback has been outlined in Section 4 of this report.

3.4. EMAIL AND PHONE LINE

Members of the public were invited to contact ISPT through a phone number and email address managed by Urbis Engagement. These contact details enabled stakeholders and the community to provide feedback on the project.

At the time of writing this report, no enquiries have been submitted through the phone number and email address.

4. ISSUES RAISED

The following table outlines the issues raised by the community and stakeholders, and the project response.

Table 3 – Issues raised and project response

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
Government authorities:			
Council, specifically: <ul style="list-style-type: none"> Penrith City Council (PCC) 	Comments provided by PCC on 9 November 2021 (prior to release of SEARs) have been outlined in this report.	<p>PCC provided comments on the draft plans that were submitted as part of the project scoping phase.</p> <p>General themes of these comments included:</p> <ul style="list-style-type: none"> Insufficient design widths of distributor and collector roads Better consideration for traffic and roads – internal, battle-axe and proposed warehouse lots Traffic and Roads – limited detail on sections, levels and setbacks Café location should be better considered Carparking calculations No consideration for dedicated freight network and connections Inclusion of end of trip facilities 	<p>ISPT carefully reviewed PCC’s comments on the early plans included in the scoping report to DPE.</p> <p>All comments have been addressed as part of the EIS preparation.</p> <p>The EIS provides detail on the following:</p> <p>Revised layout of the estate with greater consideration of traffic and road safety through separation of light and heavy vehicles</p> <p>Café location as safely and best placed to service the Estate and wider precinct.</p> <p>Dedication for freight network on eastern boundary as per Mamre Road DCP requirements.</p>

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		<ul style="list-style-type: none"> ▪ Landscaping should be better considered ▪ Traffic on Bakers Lane not supported ▪ Environmental Management Considerations ▪ Biodiversity Considerations ▪ Waterways Considerations. 	
	A pre-DA lodgement meeting with PCC on 30 th June.	<p>Additional comments raised in the Pre-DA lodgement meeting includes:</p> <ul style="list-style-type: none"> ▪ Measures to be in place to ensure Bakers Lane not used for industrial related traffic. ▪ Considerations have to resolution of southwest corner connections to other estates. ▪ Interim and ultimate designs to be included with submissions. ▪ Visual amenity on streetscape is encourage to variety to design in landscaping and buildings. 	Proposed interim solution to allow Bakers Lane to remain as a dedicated road for schools and retirement villages only.
Department of Planning and Environment (DPE)	Three meetings have been held with DPE, ISPT and other	<p>Key discussion points addressed with DPE included:</p> <ul style="list-style-type: none"> ▪ Proposed solution for Southern Link Road ▪ Community Consultation 	Points raised throughout consultation to be addressed in EIS. Detailed information package regarding SLR and traffic within the greater precinct

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
	authorities on the following dates:	<ul style="list-style-type: none"> SIC Contributions 	to be submitted to TfNSW and DPE for consideration of SLR proposal.
	18 February 2022	<ul style="list-style-type: none"> Proposed interim solution for Southern Link Road SIC Contributions will not be allocated to redundant works. 	
	11 May 2022 (with TfNSW)	<ul style="list-style-type: none"> Follow up consultation with community stakeholders required Interim solution as a good outcome that provides a dedicated road for sensitive users (Bakers Lane) and delivers the land required for proposed Southern Link Road to TfNSW. 	
	6 July 2022 (with TfNSW)	<ul style="list-style-type: none"> Further assessment required on SLR solution. DPE preference is to have solution finalised prior to EIS submission however will have a look if submitted. Community stakeholders are to continue to be informed throughout process. 	
DPE - Central (Western) team, Place Design and Public Spaces Group	ISPT consulted with the Central (Western) team, Place Design and Public Spaces Group via an email to	Response from Central (Western) team, Place Design and Public Spaces Group received on 14 April noting no additional consultation required as part of the EIS preparation process.	ISPT will continue to consult with Central (Western) team, Place Design and Public Spaces Group and offer the opportunity to comment / provide feedback on plans.

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
	<p>David Schwebel on 14 April 2022.</p> <p>The email included an overview of the master plan, an opportunity to provide feedback / ask questions and an invite to attend a meeting with the project team.</p>		
Environment, Energy and Science Group	<p>ISPT consulted with the Environment, Energy and Science Group via an email to Marnie Stewart, Senior Project Manager – Planning on 14 April 2022. The email included an overview of the master plan, an opportunity to provide feedback / ask questions and an invite to attend a meeting with the project team.</p> <p>As no response was received, ISPT sent a follow up email on 29 April 2022. (No response received as</p>	Stakeholder has raised no issues or feedback at this time.	ISPT will continue to consult with Environment, Energy and Science Group and offer the opportunity to comment / provide feedback on plans.

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
	of 17 May 2022). No response 16/6.		
Water Group (including the Natural Resources Access Regulator).	<p>ISPT consulted with the Water Group (including the Natural Resources Access Regulator) via an email to Alistair Drew, Project Coordination on 14 April 2022.</p> <p>The email included an overview of the master plan, an opportunity to provide feedback / ask questions and an invite to attend a meeting with the project team.</p>	Response from Water Group (including the Natural Resources Access Regulator) received on 20 April noting no additional requirements to address than the project's SEARs.	ISPT will continue to consult with Water Group (including the Natural Resources Access Regulator) and offer the opportunity to comment / provide feedback on plans.
Service providers:			
Transport for NSW (TfNSW)	Seven meetings have been held with TfNSW and ISPT on the following dates:	<p>Key discussion points with TfNSW included:</p> <ul style="list-style-type: none"> Relocation of AGV network Interim solution for Southern Link Road (SLR). Below is a detailed overview of each discussion. 	<p>AGV network was relocated as requested by TfNSW and confirmed in Mamre Road DCP released November 2021.</p> <p>A detailed information package to be provided to TfNSW and DPE relating to Southern Link Road proposal in July 2022 for assessment and</p>

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
	27 March 2021	Key topics included: <ul style="list-style-type: none"> Presented draft master plan with alternate AGV location (along the eastern boundary. During this meeting, the benefits of the location was discussed. TfNSW noted the limitations of the plan. TfNSW to review offline with their consultants and revert back. ISPT reinforced to TfNSW willingness to assist to fast track the delivery of the Southern Link Road. TfNSW to continue to consider options on how to prioritise this portion of land. 	comment. Further consultation will occur following TfNSW and DPE assessment.
	31 March 2021	Key topics included: <ul style="list-style-type: none"> Introduction for ISPT to explain the structure of the site and proposed items for discussion. Discussion on current status and indicative timing of Southern Link Road. Currently in concept design phase, approx. 18months to complete and 9-12months for construction documentation. Discussion on freight network location. TfNSW outlined they are happy for ISPT to provide alternative locations, but it is a 	

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		preference to keep the same entry and exit point.	
	18 June 2021	Key topics included: <ul style="list-style-type: none"> TfNSW noted the north south AGV Network relocation proposed by ISPT and noted that they understood the benefits of having a straight AGV Network. TfNSW were supportive of this option, should the school not be in the site. TfNSW added that they still need to provide road access to the IMT with the proposed option to be via the site and then either under or over the SLR. The road access is an interim option while the schools are still in their current location. ISPT noted whilst interim uses could be used, it still limits the ability on what can be delivered on the site. 	
	3 August 2021	Key topics included: <ul style="list-style-type: none"> WSP has been engaged to complete the concept design for SLR 	

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		<ul style="list-style-type: none"> WSP is currently working towards the 20% concept design and will aim to have the 80% design complete by end of year . 	
	9 November 2021	<p>Key topics included:</p> <ul style="list-style-type: none"> There have no major changes to SLR since previous discussions. 80% design for SLR to be completed by February 2022, with expected completion for 100% design in Q3 2022, however currently there is no funding for the detailed design or delivery. ISPT to discuss the proposed interim solution with TfNSW and water quality basin in the northwest corner to be removed as no longer on site. Expectation for construction works to begin are mid-2025. 	
	11 May 2022 (as part of meeting with DPE)	<p>Key topics included:</p> <ul style="list-style-type: none"> Interim solution as a good outcome that provides a dedicated road for sensitive users 	

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		<p>(Bakers Lane) and delivers the land required for proposed Southern Link Road to TfNSW.</p> <ul style="list-style-type: none"> Allocation of contributions to fund the interim solution and Southern Link Road 	
	6 July 2022 (with DPE)	<ul style="list-style-type: none"> Requirement of SLR proposal to assist in opening up precinct through providing first stage of Mamre Rd to Compass Drive connection. Revised trip rates to be considered to allow more realistic traffic modelling within precinct. 	
	14 December 2022 (email regarding Dedicated Freight Road)	<ul style="list-style-type: none"> TfNSW acknowledged the dedicated freight road on the eastern boundary of the site has been suitably accommodated and current proposals do not preclude the ability to deliver the infrastructure in the future. 	ISPT will continue to consult with TfNSW and offer the opportunity to comment / provide feedback on plans.
	22 December 2022 (Email regarding Northern Access Strategy)	<ul style="list-style-type: none"> TfNSW considered the modelling provided for the Proposed SLR Northern Access Strategy demonstrates the intersection and upgrade performance is poor and congested with an inability to respond to the project traffic volumes. 	<ul style="list-style-type: none"> LOG-N to review and address TfNSW commentary and provide a response. ISPT will continue engagement with LOG-N to provide a response to TfNSW.

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		<ul style="list-style-type: none"> Associated intersection design and upgrades based off the provided model is not considered fit for purpose by TfNSW. 	
NSW Rural Fire Service	<p>ISPT consulted with NSW Rural Fire Service via an email to Records (recommended by RFS planning line) on 14 April 2022.</p> <p>The email included an overview of the master plan, an opportunity to provide feedback / ask questions and an invite to attend a meeting with the project team.</p> <p>As no response was received, ISPT sent a follow up email on 29 April 2022.</p>	<p>Stakeholder (Simon Derevnin – Development Assessment and Planning Coordinator) has raised the following items for the bushfire consultant to consider:</p> <p>Construction requirements depend on potential for flame contact.</p>	<p>ISPT will continue to consult with NSW Rural Fire Service and offer the opportunity to comment / provide feedback on plans.</p> <p>Response to feedback on construction requirements around potential for flame contact has been addressed in the Bushfire Assessment Report, prepared as part of the EIS.</p>
Sydney Water	Five meetings were held with Sydney Water, ISPT on the following dates:	<p>Key discussion points with Sydney Water included:</p> <ul style="list-style-type: none"> Trunk drainage regional solution and relocation of potential basins. 	Consultation with Sydney Water is ongoing. ISPT are proposing the relocation of current proposed basins based on revised levels following

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		<ul style="list-style-type: none"> Wastewater infrastructure. Below is a detailed overview of each discussion. 	construction as part of the exhibition and consultation process of the draft Scheme Plan.
	4 June 2021	<p>Key topics included:</p> <ul style="list-style-type: none"> Requested by Sydney Water to discuss the impacts of precinct works on the lot Sydney Water is finalizing the concept design and is about 80% complete with the intention of moving into construction in March / April 2022 and be complete mid-2023. Sydney Water presented the current design of the Gravity Main and Pressure Main along Mamre Road. 	
	14 August 2021	<p>Key topics included:</p> <ul style="list-style-type: none"> Sydney Water provided a status update on the planning and delivery of the Wastewater Infrastructure. Notably, the delivery of the infrastructure has been pushed out to 2024, however they are exploring options to bring this back forward to 2023. 	

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		<ul style="list-style-type: none"> Sydney Water also noted that they are exploring a Precinct Wide solution to Water Retention. 	
	25 March 2022	<p>Key topics included:</p> <ul style="list-style-type: none"> Sydney Water has been appointed as stormwater manager for precinct and are progressing with regional solution, which currently proposes to acquire land on site for a basin to allow drainage. Current location of regional solution on ISPT land is based on existing levels and the existing dam on site which will not work with proposed levels. 	
	5 April 2022	<p>Key topics included:</p> <ul style="list-style-type: none"> Further communication of information previously provided all landowners within Mamre Rd Precinct. 	
	5 May 2022	<p>Key topics included:</p> <ul style="list-style-type: none"> Discussion of alternative solutions to basins on site that would still form part of the regional solution. 	

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
	10 June 2022 – Virtual community meeting with all developers and Sydney Water	<ul style="list-style-type: none"> Panel discussed with draft precinct scheme release, and timeline for implementation. 	
	10 November 2022 – meeting with Regional Scheme Plan Planners	<ul style="list-style-type: none"> Sydney Water has rejected proposals for any on-lot stormwater retention, with all developers to participate in regional scheme. Basin currently allocated to ISPT land will be required under the Sydney Water scheme. Sydney Water to provide data to allow Aliro/AT&L to provide preferred layout to minimise impact on development, considering Gibb Group use of E2 land, which will minimise runoff in catchment and size of required basin. Under the scheme, developers are to implement interim measures until the regional scheme plan is completed, with no commitment provided by Sydney Water to be completed within 5 years. DSP Charges are yet to be finalised, with iPART approval required. Sydney Water anticipate further information on DSP to be available in mid next year. 	ISPT, Aliro and AT&L will continue to provide updated information detailing improved outcomes on what is currently proposed by Sydney Water.

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
	22 December 2022 (Regional Scheme Plan publication)	<ul style="list-style-type: none"> Sydney Water issued updated final scheme plan, with the basin previously on ISPT site relocated north. 	ISPT to continue to consult with Sydney Water with detailed information to assist in providing the best solution for the precinct.
WaterNSW	<p>ISPT consulted with WaterNSW via an email to Justin Clarke on 14 April 2022.</p> <p>The email included an overview of the master plan, an opportunity to provide feedback / ask questions and an invite to attend a meeting with the project team.</p>	Response from WaterNSW received noting no additional consultation required as part of the EIS preparation process.	ISPT will continue to consult with WaterNSW and offer the opportunity to comment / provide feedback on plans.
Western Sydney Airport Corporation	<p>ISPT consulted with the Western Sydney Airport Corporation via an email to Tim Smith on 14 April 2022.</p> <p>The email included an overview of the master plan, an opportunity to provide feedback / ask questions and an invite to attend a meeting with the project team.</p>	Response from WaterNSW received noting no additional consultation required as part of the EIS preparation process.	ISPT will continue to consult with Western Sydney Airport Corporation and offer the opportunity to comment / provide feedback on plans.

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
	As no response was received, ISPT followed up with a phone call and email on 29 April 2022.		
any other public transport, utilities or community service providers.	<i>As below</i>		
Western Sydney Planning Partnership	<p>ISPT consulted with Western Sydney Planning Partnership via an email to Lance Collison and Naomi Moss on 11 May 2022.</p> <p>The email included an overview of the master plan, an opportunity to provide feedback/ask questions and an invite to attend a meeting with the project team.</p> <p>As no response was received, ISPT followed up with an email on 18 May 2022. An alternate email was provided to</p>	<p>WSPP noted no further comments on the proposal at this stage except to reiterate the advice previously provided to the SEARs request. WSPP will review</p> <p>and provide comment if needed on the EIS when that is prepared.</p> <p><i>Note: work that the WSPP had done on the Aerotropolis now sits in the Metro West team of the Department of Planning and Environment.</i></p>	ISPT will continue to consult with Western Sydney Planning Partnership and offer the opportunity to comment / provide feedback on plans as required.

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
	<p>the WSPP office – email sent 16/6.</p> <p>The WSPP responded via email on 20 June 22,</p>		
Community:			
<p>Surrounding local landowners, businesses and stakeholders, including:</p> <ul style="list-style-type: none"> Residents located on Aldington Road, Bakers Lane and Mamre Road (between Bakers Lane and Abbotts Road) Catholic Healthcare Emmaus Retirement Village Catholic Healthcare Emmaus Residential Aged Care Home Little Smarties Learning Centre. 	<p>A community newsletter was sent on Wednesday 30 March 2022 to 476 residents and business located nearby the proposed site. The newsletter outlined key features of the project and invited feedback. It included details of the project email and phone number managed by Urbis Engagement to answer questions and collect feedback.</p>	<p>At the time of writing this report, one enquiry email has been received from a near neighbour following the letterbox drop.</p> <p>Enquiry details:</p> <ul style="list-style-type: none"> Objection to the 150m2 cafe GFA in the proposal (the enquiry noted the DCP nominated a specific area for a commercial hub to service the industry in the Mamre Rd precinct, and that therefore the proposal is not in line with the DCP vision. The email also enquired about the cut and fill. Specifically, if the cut and fill is going to require fill to be brought into the site. And if so, where does ISPT intend on sourcing the fill. 	<p>ISPT provided an email response within five working days of receiving this email. The response informed the community member that the feedback will be included in the report as part of the Environment Impact Statement (EIS).</p> <p>Specific responses included:</p> <p>The café is an important component of the proposal. It will be located onsite and service workers in the estate. Without this café, workers would need to walk 2km to access the nearest food outlet.</p> <p>The proposal is targeting a balanced cut to fill meaning existing dirt will be used and no import will be required.</p>

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
Neighbouring landowners <ul style="list-style-type: none"> GPT LOG-North landowners group, consisting of ISPT, Aliro, Dexus and Gibb Group 	20 October 2022 (ISPT met with GPT regarding Shared Industrial Road)	<ul style="list-style-type: none"> Process agreed on the delivery of the shared Local industrial road on the south eastern boundary of the Estate. GPT to propose condition of consent for inclusion in their own approvals outlining submission of agreement between GPT and ISPT on staging plan and arrangement on timing of works. AT&L to prepare plans with Costin Roe to review. ISPT to deliver (GPT do not require road for operation of Estate) with costs to be shared equally. Agreement and detailed design attached to separate WIKAs with PCC. 	9th January 2023: An agreed letter has been drafted detailing the agreed arrangement for submission to DPE.
	21 November 2023 (ISPT)	<ul style="list-style-type: none"> 	
Schools: <ul style="list-style-type: none"> Emmaus Catholic College Trinity Catholic Primary School 	A community newsletter was sent on Wednesday 30 March 2022 to 476 all residents and businesses located nearby the proposed site. The newsletter	Key points raised by Emmaus Catholic College, Trinity Primary School and Mamre Anglican School around the current traffic challenges: <ul style="list-style-type: none"> Significant traffic congestion occurring along Bakers Lane causing issues for school users. 	<p>ISPT is working with other developers in the area to agree proposed approach to traffic solutions as part of the proposal.</p> <p>Key points on Southern Link Road and the interim solution:</p> <ul style="list-style-type: none"> The proposed Southern Link Road (SLR) is a key link from Wallgrove Road to Mamre Road.

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
<ul style="list-style-type: none"> Mamre Anglican School Catholic Education Office, Diocese of Parramatta. 	<p>outlined key features of the project and invited feedback. It included details of the project email and phone number managed by Urbis Engagement to answer questions and collect feedback.</p> <p>On 7 June 2022, ISPT met with these school groups to discuss the potential impacts of the proposal to the local road network and proposed mitigations.</p>	<p>Feedback from schools on proposed interim solution:</p> <ul style="list-style-type: none"> Generally satisfied that the interim solution will be able to disperse traffic during drop off and pick up time. Concerned that an upgrade of the Mamre Road and Bakers Lane intersection would be required to enable the interim solution. AT&L stated the upgrade should be sufficient and would be able to provide copies of Frasers and Altis plans to review. Access to Bakers Lane would need to be maintained throughout construction of the interim solution and SLR as the schools each only have one entry and exit on Bakers Lane. All heavy vehicle traffic before and during construction of the interim solution will need to be via Aldington Road as there can be no construction access from Bakers Lane. The schools would be required to communicate any changes to the school community. 	<p>It will run roughly parallel to Bakers Lane between Mamre Road and Aldington Road. Once constructed, it will take heavy vehicle traffic off Bakers Lane.</p> <ul style="list-style-type: none"> Timing for the full construction of the SLR is being determined by Transport for NSW. In the meantime, developers along Bakers Lane (ISPT, Gibb Group and Dexus) are proposing to construct part of the SLR to provide an interim solution to allow access to developments. All users of Bakers Lane will continue to be consulted throughout the planning and construction process.

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
	<p>On 21 November 2023, the Landowners' Group North (LOG-N) consisting of Aliro, Gibb Group, Dexus and ISPT met virtually with Emmaus Catholic College, the Trinity Catholic Primary School and Mamre Road Anglican School.</p> <p>During this meeting, LOG-N provided schools with an update on the proposed road network and invited feedback on the proposal.</p>	<ul style="list-style-type: none"> LOG-N highlighted that concept support has been received from TfNSW to progress the planning application. Key to approval was separating Bakers Lane access from heavy vehicles and development-related traffic. Schools reiterated areas of concern, especially related to accessibility, safety and heavy vehicles. Representatives from Mamre Road Anglican School noted that Goodman has previously received permission to use Bakers Lane for heavy vehicles and during this time, several complaints were made. Representatives from Mamre Road Anglican School noted that the last proposal for Aldington Road has gone ahead without consultation and has resulted in significant delays and inconvenience. Representatives from Trinity Catholic Primary expressed support for other upgrades to Bakers Lane given the current condition of the road. Representatives from Trinity Catholic Primary expressed serious concern related to a one-way traffic proposal. 	<ul style="list-style-type: none"> LOG-N to issue drawings and meeting slides to schools, provide additional information related to electrical works, and consider complaints lodged with Council related to the current traffic arrangements. LOG-N will continue to advocate for broader road upgrades in the Mamre Road Precinct. LOG-N will consider roundabout entry and one-way access onto Bakers Lane to mitigate potential traffic impacts, or other traffic mitigation measures. Over the next 12 months, LOG-North will continue working with schools on the detailed design of the traffic proposal, targeting approval by end-2024.

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		<ul style="list-style-type: none"> Representatives from St John Paul II Catholic College noted that existing traffic delays are affecting school attendance. Representatives from Emmaus Catholic College noted that previous complaints have been made to Council and TfNSW which have not been resolved. 	

5. FUTURE COMMUNITY AND STAKEHOLDER ENGAGEMENT

ISPT welcome feedback on the proposal. ISPT will continue to keep stakeholders and the community informed of the project approval process through the exhibition and determination phases by:

- Providing information through a letterbox drop on how the community's views have been addressed
- Enabling the community to seek clarification about the project through the two-way communication channels.

6. DISCLAIMER

This report is dated 13 January 2023 (and updated 19 December 2023) and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of ISPT (**Instructing Party**) for the purpose of Engagement Outcomes (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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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

APPENDIX

