

APPENDIX E – ENGAGEMENT SUMMARY TABLE

Stakeholder	How this group was consulted	Feedback	Project response
Department of Planning and Environment (DPE)	Teams Meeting, 21 October 2021, 12PM	<ul style="list-style-type: none"> Detail to be provided in relation to use, operation and known tenants of multi-level warehouse and distribution centre. Engagement to be undertaken with TfNSW in relation to site access. 	<ul style="list-style-type: none"> The EIS has been prepared to include detail on the use, operation and known tenants of the warehouse and distribution centre including an assessment of any relevant impacts or proposed mitigation measures. Engagement has been undertaken with TfNSW as detailed in the Transport Assessment prepared by Ason.
City of Sydney Council	Teams Meeting, 24 November 2021, 4PM	<ul style="list-style-type: none"> Design of elevations in relation to bulk and scale. Opportunities for public art on large expanses of façade. Potential residential amenity / visual impacts of any plant located on the roof. Opportunities for tree canopy coverage and deep soil planting. Access to the site by pedestrians and cyclists including preparation of Green Travel Plan. 	<ul style="list-style-type: none"> The elevations have been designed to mitigate potential visual impacts through building articulation, materials selection and location of building entrances and glazed areas. Any plant located on the roof will be appropriately screened. As detailed in the Landscape Design Report, opportunities for tree canopy coverage and deep soil planting have been

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		<ul style="list-style-type: none"> Interface with public domain including pedestrian safety in relation to heavy vehicle movements. Bicycle parking and End of Trip facilities to be provided on site. Confirmation of private road to the north of the site in relation to the adjoining data centre. ESD measures to be provided on site. 	<p>optimised to address Council's DCP.</p> <ul style="list-style-type: none"> A Framework Green Travel Plan to encourage access to the site by sustainable modes has been prepared by Ason as part of the Transport Assessment. The relationship of the proposal to the public domain has been carefully considered to maximise activation and pedestrian safety. Bicycle parking and end of trip facilities are provided as shown on the Architectural Plans. ESD measures proposed on site as part of the development are detailed in the ESD Report.
Transport for NSW (TfNSW)	Virtual meeting on 24 September 2021 via Teams with TfNSW Development Assessment Team, Ason Group (traffic consultant) and Charter Hall.	<ul style="list-style-type: none"> Initial meeting to discuss the proposed access strategy and assessment requirements. TfNSW asked for further information to be provided in regards benefits of maintaining the access on Gardeners Road, which is a state-controlled road. 	<ul style="list-style-type: none"> Ason Group undertook the relevant analysis, including preliminary SIDRA modelling analysis, to demonstrate the benefit to travel times and the performance of the overall

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			network of maintaining the Gardeners Road access.
	Virtual meeting on 17 November 2021 via Teams with TfNSW Development Assessment Team, Ason Group (traffic consultant), Project Strategy and Charter Hall.	<ul style="list-style-type: none"> ▪ Presentation of results of options testing the with and without scenarios for the Gardeners Road access. 	<ul style="list-style-type: none"> ▪ Ason Group submitted results to TfNSW for review and comment.
	Written correspondence, 1 December 2021	<ul style="list-style-type: none"> ▪ The proposed development will directly impact on the intersection of Bourke Road / Gardeners Road, increasing delays and queues well beyond acceptable Levels of Service (LoS). ▪ Motorists and freight vehicles leaving the proposed driveways in Bourke Street would interrupt the flow of traffic by attempting to access the right turn bays into Gardeners Road. The movement requires crossing multiple traffic lanes through often queued traffic, which is not acceptable to TfNSW, particularly considering the impact that the proposed development would have to the existing LoS of the intersection. ▪ The proposed generations to the subject site need to meet a Warrant Assessment for the traffic signals to be retained, otherwise the 	<ul style="list-style-type: none"> ▪ It is critical to note that the proposal represents a significant decrease in traffic volumes when compared to the historical use of the site as a Bunnings warehouse. It is expected to remove flows altogether during the weekend peak period, whereas the previous Bunnings was recorded to generate some 636 vehicle trips during the Saturday peak hour. ▪ Further, during the critical afternoon peak the Bunnings development was recorded to generate some 391 vehicle trips. As such it is evident that the

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		<p>signals would be required to be removed and the median closed to restrict access to left-in, left-out (LILO) arrangement. This work would be required to be undertaken by the Applicant at no cost to TfNSW.</p> <ul style="list-style-type: none"> As Gardeners Road is a classified road with high movement function, any disruptions to through traffic by slow moving service vehicles turning left accessing site could have a detrimental impact to network safety and efficiency but also operations to the future development's operations. TfNSW recommends consideration is given to the development providing a left turn deceleration lane into the site from Gardeners Road. Consideration should also be given to the management of pedestrians along Gardeners Road frontage. 	<p>current proposal would actually reduce the site's impact on the road network when compared to its historical use.</p> <ul style="list-style-type: none"> Regardless of the above, the preliminary SIDRA project case (i.e. with development scenario) modelling prepared for the pre-lodgement consultation adopted the User-Given Cycle Time timing option; which resulted in unrealistic durations in the order of 40 seconds for the diamond phase (Phase D) resulting in unrepresentative results. Upon refinement of the modelling for the SSDA submission, timing for the project case scenarios was modified to User-Given Phase Times; adopting the same phase sequence and timing as the base model. This has provided more representative results noting the small number of additional trips in the context of the overall intersection volume

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			<p>(increases of around 1% in the AM peak and less than 3% in the PM peak) which would not be expected to materially influence the phase times.</p> <ul style="list-style-type: none"> ▪ Subsequent to the initial consultation with TfNSW, and following the easing of COVID-19 lockdown restrictions by the NSW Government on 25 October 2021, Ason Group commissioned further traffic surveys for the revised traffic modelling. ▪ As described above, when compared to the use of the site as a Bunnings, the proposal would actually decrease the traffic generation associated with the site, including the movements from the Bourke Road access (the Bunnings TA 2017 recorded a total of 102 exit movements from this access in the PM peak whereas the

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			<p>Proposal is anticipated to generate 60 exit movements).</p> <ul style="list-style-type: none"> ▪ Further to the above reduced exit movements, the truck access has been designed so interruptions in traffic flows are avoided, with the largest vehicles will exit into the second lane of Bourke Road (as permitted by AS2890.2:2018) during suitable gaps in traffic. ▪ Finally, the finalised modelling assessment demonstrates that the impact of the proposal on the intersection would not be material (i.e. vehicles exiting onto Bourke Road would not materially impact the intersection operation). ▪ Note, with regards to access from Gardeners Road. The retention of the Gardeners Road access for truck access is considered essential given the lack of alternative routes to gain entry to the Site.

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			<ul style="list-style-type: none"> ▪ Noting that the Gardeners Road access will be modified to a heavy vehicle entry access it is unlikely that the access would meet the warrants. However, it is critical to note that the warrants are specified as a guide only with the introduction of the Warrant Guide specifying “It must be emphasised that these are only a guide... All traffic data should be analysed...to determine the optimum solution”. ▪ As such, it is proposed to maintain the existing signals to provide all movements into the site and reduce the need for re-routing of traffic around the network. This is particularly relevant to vehicles travelling from the east and south of the Site, which would alternatively have to reroute north along O’Riordan Street, past Green Square and south along Bourke Road. This is clearly not a

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			<p>desirable solution to unnecessarily force additional (heavy) vehicles past Green Square Train Station, which is subject to high pedestrian activity.</p> <ul style="list-style-type: none"> ▪ With regards to the consideration to a left-turn deceleration lane, it is noted that the SIDRA assessment has demonstrated that the left-turn movement into the Site would have almost no impact to the through flows on Gardeners Road, noting that the movement is anticipated to be a peak of 5 vehicle movements per hour. As such it is evident that a deceleration is not warranted or required to mitigate the impact of the Proposal. ▪ The current signalised access at Gardeners Road provides a pedestrian crossing across the Site frontage, this provides

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			additional benefit to retention of the signals.
Ausgrid	Supply application lodged, and design services offer received.	<ul style="list-style-type: none"> Network alterations are required to connect development and therefore connection or relocation cannot be offered at this stage. Design related services offer received detailing installation of two standard surface chamber type substations and decommission and recover S.2999 required. 	<ul style="list-style-type: none"> The proponent will continue to engage with Ausgrid so the future service demands can be met when required for commencement of operations.
Sydney Water	Inquiries submitted to Sydney Water on: <ul style="list-style-type: none"> 23 November 21 29 November 2021 	Key topics include: <ul style="list-style-type: none"> Investigation application. Pressure flow Inquiry – Bourke Rd. Pressure flow inquiry – Gardeners Rd. Sewer service diagram. 	<ul style="list-style-type: none"> S73 application to be made upon receipt of Planning Approval. Charter Hall will continue to work closely with Sydney Water throughout the planning process and keep them informed of any updates and changes to the proposal.
Fire and Rescue NSW	Request for concept meeting submitted on 26 August 2021.	<ul style="list-style-type: none"> FRNSW opted to not attend a meeting (advised on 2nd September 2021). FRNSW clarified that a meeting would be at their discretion during the FEBQ stage if deemed necessary. 	<ul style="list-style-type: none"> Draft FEBQ has now been prepared for Stakeholder review, prior to formal submission to FRNSW.

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		<ul style="list-style-type: none"> Proposed FEBQ discussed. FRNSW happy for the FEBQ to proceed on basis discussed. 	<ul style="list-style-type: none"> FEBQ to be further developed and lodged.
Community (people or groups likely to be impacted by the project)	Fact sheet sent on 26 November 2021 to 2,150 residents and businesses located near the proposed site. The fact sheet included details of the project, enquiry line and invitation to attend a briefing with the project team.	No feedback received to date.	<ul style="list-style-type: none"> Charter Hall will continue to reach out to the community throughout the approval process to keep them informed of any updates and changes to the proposal.