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61 MILPERRA ROAD, REVESBY - SSDA

Engagement Report
(SSD-63664708)

Prepared for
GATEWAY CAPITAL PTY LTD
17 April 2024

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

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EXECUTIVE SUMMARY

This Engagement Report has been prepared by Urbis Limited to accompany a detailed State Significant Development Application (SSDA) for a two-storey warehouse and distribution centre development proposal at 61 Milperra Road, Revesby. The site is legally described as Lot 12 in Deposited Plan (DP) 734453.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD-63664708).

1. INTRODUCTION

This report has been prepared to accompany an SSDA seeking consent for the construction and operation of a two-storey warehouse and distribution centre development at 61 Milperra Road, Revesby (**SSD-63664708**).

Specifically, development consent is sought for:

- Demolition of all existing structures and buildings on site.
- Removal of 63 trees on site.
- Site remediation works.
- Bulk earthworks including 'cut and fill' to level the site
- Design, construction and operation of a two-storey warehouse and distribution centre including:
 - Approximately 44,003m² of total GFA comprising:
 - 38,591m² of warehouse and distribution GFA;
 - 4,944m² GFA of ancillary office space; and
 - 468m² GFA of lobby space.
- Maximum building height of RL 46 (24.2m height from proposed ground level)
- Operation 24 hours per day seven days per week.
- Provision of internal vehicle access routes, two-level central breezeway and loading docks.
- New access driveways to Mons Street for truck and car access.
- Provision of 222 car parking spaces and 32 bicycle parking spaces in an at grade car park around the perimeter of the site. Provision of end of-of-trip facilities including showers, lockers and change rooms.
- Site landscaping works total approximately 3,657m² (or 7.26% of the site), including a 10m landscape setback to the Milperra Road frontage and a 3m landscape setback to Mons Street, and the following provisions:
 - 3,214 sqm or 6.4% of deep soil landscaping; and
 - 3,637 or 7.2% tree canopy coverage.
- Provision of building/business identification signage.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (**SEARs**) dated 25 October 2023 and issued for the SSDA (**SSD-63664708**). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Item	Description of requirement	Section reference (this report)
26	<p>Detail engagement undertaken and demonstrate how it was consistent with the <i>Undertaking Engagement Guidelines for State Significant Projects</i>.</p> <p>Detail how issues raised and feedback provided have been considered and responded to in the project. In particular, applicants must consult with:</p> <ul style="list-style-type: none"> ▪ the relevant Department assessment team ▪ any relevant local councils 	<p>In accordance with NSW Department of Planning and Environment (DPE) expectations around early and effective engagement for state significant projects, an approach was prepared and implemented to ensure Gateway Capital delivered an engagement program consistent with DPE's <i>Undertaking Engagement for State Significant Projects</i>.</p>

	<ul style="list-style-type: none"> ▪ any relevant agencies (including the Western Parkland City Authority for development within the Western Parkland City) ▪ the community ▪ if the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation. 	<p>Gateway Capital's approach aimed to connect with the relevant local and state government authorities, relevant agencies and community stakeholders.</p> <p>Refer to Section 2 of this document for a detailed overview of the approach.</p>
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1.1. THE SITE

The site for the purposes of this SSDA is a single allotment identified as 61 Milperra Road, Revesby and legally described as Lot 12 in Deposited Plan 734453. The site has an area of 5.03ha (or 50,339m²) and is identified in **Figure 1**.

The site is located in the northern portion of Revesby, approximately 13km south of the Parramatta CBD and 19km south-west of the Sydney CBD. Bankstown Airport is located approximately 2.5km to the north-west. Specifically, the east-west runway of the Bankstown Airport is located approximately 1.5km to the north-west. The surrounding buildings are characterised by a mix of industrial uses to the north, east and west. Low-density residential areas are located to the south and adjoining the site to the north-east. The site has a primary frontage to Milperra Road which is a classified road.

The site is currently occupied by two detached single-storey warehouse building components used for steel manufacturing purposes. The secondary warehouse building runs along the northern boundary. The main warehouse building is surrounded by a ring road for large vehicle access and a large hardstand area is situated in the eastern portion of the site for storage of steel materials. A large hardstand area for car parking is within the front setback to Milperra Road with some lawn space. An ancillary administration building is located in the south-east corner of the site with a hardstand parking area for staff situated to the north.

Large canopy tree planting runs along the southern boundary of the site fronting Milperra Road. Other tree planting exists along the eastern property boundary with scattered tree planting throughout the site.

Figure 1 The site



Source: Urbis

2. COMMUNITY AND STAKEHOLDER ENGAGEMENT METHODOLOGY

This section outlines the engagement activities carried out between June 2023 and March 2024 to raise community and stakeholder awareness of, and invite feedback on, the proposal. This engagement methodology and its outcomes have been informed and are consistent with the Department of Planning and Environment's (DPE) *Undertaking Engagement Guidelines for State Significant Projects*.

2.1. PURPOSE OF ENGAGEMENT

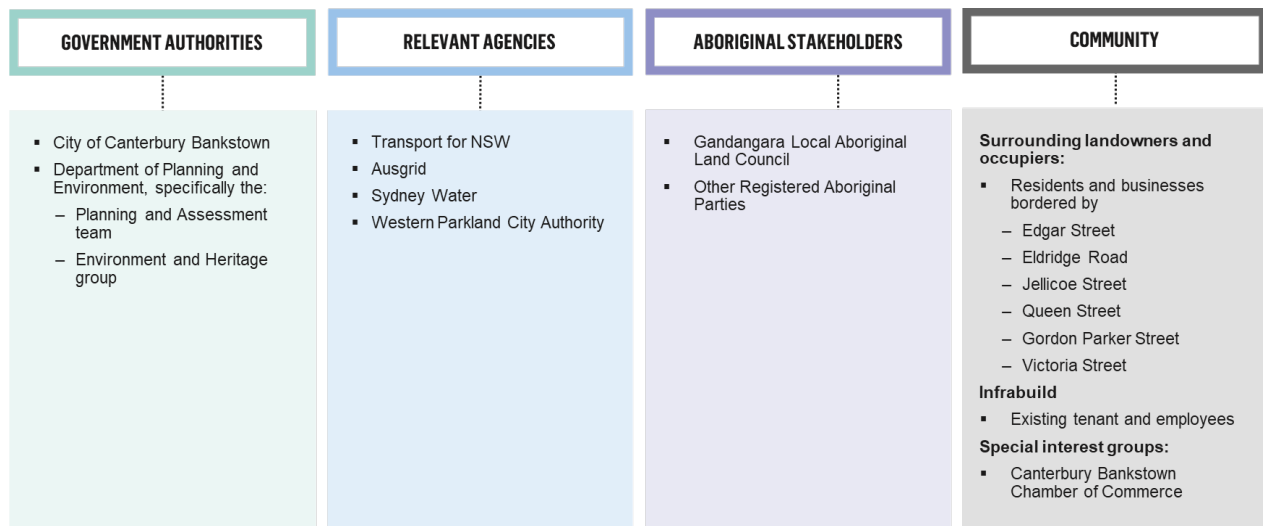
The stakeholder and community engagement process for the project aimed to:

- Providing consistent, relevant, jargon-free and up to date information on the proposal, and the SSDA processes. This will be achieved through accessible, tailored open lines of communication.
- Providing 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 a mechanism where community views and local knowledge can be incorporated into the project's design.
- Managing expectations by closing the feedback loop through sharing how stakeholder and community views influenced the proposal.

2.2. STAKEHOLDERS

Below outlines the stakeholders that are included in the SEARs. Based on levels of impact and/or interest, we have separated stakeholders into four categories as shown in the figure below.

Figure 2 Stakeholder categorisation



2.2.1. Government authorities

Gateway Capital and Urbis Planning were responsible for engagement with government authorities.

As identified in the SEARs, engagement was required with any relevant local councils and with the relevant Department assessment team. This included the Planning and Assessment Team and the Environment and Heritage Group.

2.2.2. Relevant agencies

Gateway Capital, Urbis Planning and other technical consultants were responsible for engagement with relevant agencies.

The relevant agencies included Transport for NSW, Ausgrid, Sydney Water and the Western Parkland City Authority.

2.2.3. Aboriginal stakeholders

Urbis Heritage was responsible for engagement with Aboriginal stakeholders.

As part of the Aboriginal Cultural Heritage Assessment Report (ACHAR) for the project, Urbis Heritage consulted with the Gandangara Local Aboriginal Land Council and other registered Aboriginal parties as required to determine the cultural significance of objects and/or places on and surrounding the site.

Feedback from this consultation is included in the ACHAR.

2.2.4. Community

Gateway Capital and Urbis Engagement were responsible for engagement with the community.

As described in DPE's *Undertaking Engagement Guidelines 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. Therefore, the community outlined in Figure 3 were identified due to their proximity to the site and/or likely impact or interest during construction and operation.

For community stakeholders, impacts have been identified as:

- Increased traffic on residential streets and how this may impact safety and access.
- Construction impacts including noise, vibration and dust.
- Employment impacts as a result of demolition of existing warehouse
- Operational impacts including noise and light spill.
- Changes to visual amenity.

Surrounding landowners and occupiers

The site is located within an existing industrial area with industrial properties directly north, east and west of the site. The nearest residential properties are on Mons Street which sits directly east of the site. Given access to the site will be via an internal driveway off Mons Street, Urbis Engagement anticipated that these residents will be interested and/or affected by the proposal.

The nearest southern residential neighbours are separated by 6 lanes of traffic along Milperra Road and are therefore less likely to be affected by the proposal. However, Urbis Engagement anticipated that these residents may still be interested in the proposal, particularly how the proposal will manage traffic impacts on Milperra Road.

Figure 3 shows the site and surrounding community. This includes surrounding landowners and occupiers impacted by construction and operation immediately surrounding the site.

Existing tenant and employees

InfraBuild, a steel manufacturing business, is the current and only tenant on site. Whilst InfraBuild will be relocating at the completion of its existing lease in 2025, Gateway Capital and Urbis Engagement anticipated that InfraBuild and its employees may be interested in the proposal.

Special interest groups

Given the number of businesses in the surrounding area, the Canterbury Bankstown Chamber of Commerce was included in this stakeholder category to provide Chamber with information to understand how the proposal may affect surrounding business.

2.3. ENGAGEMENT ACTIVITIES

Engagement activities across both categories of community stakeholders included a community newsletter letterbox drop and enquiry management throughout the duration of the planning process. The community newsletter and distribution record can be found in the Appendices.

Table 1 Summary of engagement activities

Engagement activity	Target stakeholder	Reach
Near neighbour door knock	Surrounding landowners and occupiers	<p>Members from Urbis completed a door knock of 52 properties along Mons Street and Milperra Road.</p> <p>Of these properties, the team spoke with 26 residents. These residents were provided with a copy of the community newsletter.</p> <p>For residents who were not home or unavailable to speak to the team, a copy of the community newsletter along with a “Sorry We Missed You” card was left in the letterbox.</p>
Letterbox drop of community newsletter	Surrounding landowners and occupiers	<p>Community newsletter distributed to 484 properties within the marked area marked in Figure 3.</p> <p>This newsletter was available for translation in Arabic and Vietnamese.</p>
Email distribution of community newsletter	Special interest groups.	Community newsletter distributed by email to the Canterbury Bankstown Chamber of Commerce.
Enquiry management	All community stakeholders	To date, no emails or phone calls have been received from a community stakeholder.

Figure 3 The site and surrounding community



3. ISSUES RAISED

The following table outlines the issues raised by the community and stakeholders and the project response. Key themes that arose during the consultation period included:

- Design elements including the façade’s integration with surrounding streets and landscaping.
- Alignment with local planning strategies.

Table 2 Stakeholder matrix

Stakeholder	How this group was consulted	Feedback	Project response
Government authorities			
<p>Canterbury Bankstown City Council</p> <ul style="list-style-type: none"> ▪ Strategic Assessments Team 	<p>On 24 January 2024, Urbis Planning (on behalf of Gateway Capital) contacted Canterbury Bankstown City Council’s Strategic Assessments Team via email to provide information on the proposal including:</p> <ul style="list-style-type: none"> ▪ Request for SEARs document and the issued SEARs ▪ Concept architectural drawings ▪ Community engagement summary ▪ Acoustic strategy statement ▪ Lodgement timing. <p>This email included an invitation to meet with the project team to discuss the project further.</p>	<p>On 14 February 2024, representatives from Gateway Capital, Urbis and Watson Young met with Council’s Strategic Assessments team to discuss the proposal, the design scheme, engagement process and feedback received to date.</p> <p>During the meeting, Council provided the following general feedback:</p> <ul style="list-style-type: none"> ▪ Raised concern about the location of the ramp as the primary street frontage (see response item 3). ▪ Request to include details of the acoustic assessment and how it has informed the ramp location in the EIS. ▪ The design of the proposed development and the EIS must respond to the design excellence provisions (including building design and ESD principles) in Clause 6.15 of the Canterbury-Bankstown LEP 2023. ▪ Council has no issues in principle with the proposed use/development given industrial zoning however it wants to ensure the design and environmental impact is given proper consideration and is addressed in the EIS and supporting documents. ▪ Council would internally refer the project to its relevant teams for further feedback. <p>Council also requested clarification on the following items:</p> <ol style="list-style-type: none"> 1. Reasoning for the hardstand area being excluded from the site coverage figure. 2. Whether the screening on the ramp was for design or practical purposes. 3. Whether any alternate locations of the vehicular access point within the site had been explored, particularly moving it further away from Milperra Road. 4. Whether trucks would travel along Mons Street (i.e. turn right to exit the site). 	<p>The project team notes Council’s feedback and will ensure these items are addressed in the final lodgement package.</p> <p>The following responses were provided during the meeting to Council’s questions:</p> <ol style="list-style-type: none"> 1. Exclusion of the hardstand area was based on the approach taken in other SSDA applications in the area which similarly exclude a covered hardstand area. As the hardstand area is open on both ends it should not be considered part of a building covering the site. 2. A minimum 4m tall screening is required to reduce acoustic impacts, however this has been increased as part of the design to visually screen the hardstand when viewed from Milperra Road and further articulate the building. 3. The design has considered alternative locations for the ramp however these reduced the functionality of the warehouses which would make it difficult to attract future tenants. The proposed location has been informed by an acoustic assessment which identified locating the ramp further north would result in adverse acoustic impacts for residents on Mons Street. The location was also informed by consultation with Transport for NSW (TfNSW) where Gateway Capital sought to create a new vehicular access point from Milperra Road rather than Mons Street, but this was not supported by TfNSW. 4. Trucks will utilise Milperra Road for access. 5. 63 trees have been proposed for removal.

Stakeholder	How this group was consulted	Feedback	Project response
		<p>5. Whether tree removal is proposed and the number of trees proposed to be removed.</p> <p>On 1 March 2024, Council's Strategic Assessments Team forwarded Council's consolidated feedback on the proposal including to:</p> <p>Biodiversity:</p> <ul style="list-style-type: none"> ▪ Leverage the site's size to enhance tree canopy coverage. ▪ Clearly indicate which existing trees will be retained or removed, along with respective tree protection zones and structural root zones. ▪ Prioritise the retention and protection of large canopy trees along Milperra Road and existing trees along the eastern property boundary on Mons Street. <p>Ecologically Sustainable Development</p> <ul style="list-style-type: none"> ▪ Demonstrate alignment with Council's Development Control Plan 2023 (DCP) 3.4 Sustainable Development Objectives, particularly energy and water efficiency and the reuse of construction waste materials. <p>Built form</p> <ul style="list-style-type: none"> ▪ Demonstrate how the building design will achieve a high standard development including the façade design, articulation, materials, finishes, colours, signage, and the integration of services. ▪ Clearly outline how the proposed built form aligns with and responds to the context, site conditions, streetscape, and the current and future character of the area. ▪ Further consider the entrance at Mons Street and the corner at Milperra Road to highlight the corner and include architectural elements for visual enhancement. <p>Bulk and building setbacks</p> <ul style="list-style-type: none"> ▪ Include hardstands on the ground floor and Level 1 in site coverage calculations and adhere to Council's DCP that specifies a maximum of 70% site coverage. ▪ Allow for a minimum of 15m building setbacks along both Milperra Road and Mons Street. ▪ Address the long façade facing Milperra Road by providing visual variation for the design of the hardstand roof. <p>Public domain</p>	<p>Biodiversity:</p> <ul style="list-style-type: none"> ▪ Tree canopy will be provided in landscaped setbacks to Milperra Road and Mons Street. Whilst the development will require the removal of 63 trees, 190 new trees are proposed to be planted which will enhance canopy coverage. ▪ 3,214sqm or 6.4% deep soil landscaping; and ▪ 3,637sqm or 7.2% tree canopy coverage. ▪ Additional planting will be provided in car parking area with one tree every 5 spaces as per DCP requirements, except where undercroft parking is proposed and planter boxes with shrubbery will be provided. <p>Ecologically Sustainable Development:</p> <ul style="list-style-type: none"> ▪ Development will implement passive design (e.g. louvres for shading, suitable performance glazing, landscaping to reduce urban heat island effect) and energy efficiency initiatives (e.g. solar panels, energy efficient lights, 100% electrification). Outlined in further detail in ESD report. ▪ Water efficient fittings will be implemented throughout the development and rainwater and stormwater will be collected, treated and recycled on site, as outlined in the Civil Report. ▪ Waste Management Plan discusses how construction waste can be reused. <p>Built form:</p> <ul style="list-style-type: none"> ▪ Gateway Capital and architects Watson Young note this feedback and have sought to address this feedback on pages 4 & 5 of the Design Report. <p>Bulk and building setbacks</p> <ul style="list-style-type: none"> ▪ Gateway Capital and architects Watson Young note this feedback and have sought to address this feedback on pages 4 & 5 of the Design Report. <p>Public domain</p> <ul style="list-style-type: none"> ▪ Gateway Capital and architects Watson Young note this feedback and have sought to address this feedback on pages 4 & 5 of the Design Report. <p>Landscaping</p>

Stakeholder	How this group was consulted	Feedback	Project response
		<ul style="list-style-type: none"> ▪ Outline any proposed enhancements to the public domain interfaces along Milperra Road and Mons Street. ▪ Include detailed designs for the pylon sign at the main entry including size, materials, lighting, branding elements to understand visual impact. ▪ Provide further information on the potential impact of fire services and substations on the surrounding public domain. <p>Landscaping</p> <ul style="list-style-type: none"> ▪ Incorporate a minimum 10m wide landscaped area along Mons Street to enhance the streetscape and provide green space. ▪ Provide an integrated landscape plan to minimise amenity impacts including detailed plans of proposed site planting, specifying the location, number, and species of plantings, heights of trees at maturity, and proposed canopy coverage as a percentage of the site area. ▪ Utilise a varied and diverse planting palette while incorporating water-sensitive urban design elements where feasible. <p>Waste Management Plan</p> <ul style="list-style-type: none"> ▪ Submit a Waste Management Demolition/Construction Plan for the site and for the Occupancy Stage of the development. <p>Commercial bin storage area</p> <ul style="list-style-type: none"> ▪ Include an enclosed bin storage area for the storage of waste materials and bins. This should consider the expected type of waste material, generation rates and collection frequencies when designing the bin storage area. <p>Loading dock</p> <ul style="list-style-type: none"> ▪ Allow an HRV to enter and exit the site in a forward direction and allow all movements to comply with AS 2890.2. ▪ Ensure sufficient floor strength to support a collection vehicle at maximum capacity (approximately 30 tonnes). ▪ Provide a Loading Dock Management Plan to effectively manage any associated impacts. <p>Vehicular access</p> <ul style="list-style-type: none"> ▪ Ensure site access points are limited considering the anticipated demand. ▪ Separate and sign mark the entry/exit points for normal cars and heavy vehicles to avoid confusion by the users. 	<ul style="list-style-type: none"> ▪ A 3m wide landscape setback has been provided to match the existing neighbouring sites and includes large canopy trees to soften the building facade. ▪ Additional landscaping will be provided within the site in the car park area through the inclusion of planter beds containing shrubbery in undercroft parking area and trees elsewhere (one per five parking spaces). The latter will also serve to increase canopy cover and reduce the urban heat island effect. ▪ The proposed canopy cover is 3,636.8sqm (7.2% of site area). ▪ The above is included in the Landscape Plans (Drawings SSD-03 to SSD-06) and in the Planting Schedule. <p>Waste Management Plan</p> <ul style="list-style-type: none"> ▪ A Waste Management Plan will be submitted by Gateway Capital as part of its lodgement package. <p>Commercial bin storage area</p> <ul style="list-style-type: none"> ▪ Gateway Capital and consultants SLR Consulting Australia note this feedback and have sought to address this feedback in Section 5.7 of the Waste Management Plan. <p>Loading dock</p> <ul style="list-style-type: none"> ▪ Gateway Capital and traffic consultants Stantec note this feedback and have sought to address this feedback in Section 1.4 of the Traffic Impact Assessment. <p>Vehicular access</p> <ul style="list-style-type: none"> ▪ Gateway Capital and traffic consultants Stantec note this feedback and have sought to address this feedback in Section 1.4 of the Traffic Impact Assessment. <p>Service bays</p> <ul style="list-style-type: none"> ▪ Gateway Capital and traffic consultants Stantec note this feedback and have sought to address this feedback in Section 1.4 of the Traffic Impact Assessment. <p>Internal roads</p> <ul style="list-style-type: none"> ▪ Gateway Capital and traffic consultants Stantec note this feedback and have sought to address this feedback in Section 1.4 of the Traffic Impact Assessment. <p>Parking</p>

Stakeholder	How this group was consulted	Feedback	Project response
		<ul style="list-style-type: none"> ▪ Ensure the car parking aisle width is a minimum of 6.5m as per the Australian Standards AS2890.2 – 2002, Table 3.1. ▪ Ensure access driveway width for trucks and heavy vehicles aligns with the Australian Standards AS 2890.2 – 2002 – Clause 3.4.3. ▪ Demonstrate turning paths for all heavy vehicles. ▪ Relocate the driveway to the south to allow room for other turning vehicles when a 26m vehicle attempting to turn into the site. ▪ Clarify the intended use of the proposed car entry/exit to lower-level car park to avoid conflicting use between cars and trucks. ▪ Provide clarification and detailed information on vehicle movements to and from the site, including access and egress for both regular and heavy vehicles, are necessary. <p>Service bays</p> <ul style="list-style-type: none"> ▪ Ensure service bays for each type of vehicle (SRV, MRV, HRV & AV) align with Section 4 of AS2890.2-2002. <p>Internal roads</p> <ul style="list-style-type: none"> ▪ Ensure internal road widths and turning circles align with the Australian Standards. <p>Parking</p> <ul style="list-style-type: none"> ▪ Ensure all parking requirements including disability parking align with the Australian Standards AS2890 parking modules. ▪ Provide more detailed information on the proposed design of the lower-level car park to enable a thorough assessment. ▪ Demonstrate compliance with on-site parking provisions outlined in the DCP. <p>Earth works</p> <ul style="list-style-type: none"> ▪ Ensure bulk earth works align with BCC's Development Engineering Standards, Clause 8.3.1. <p>Stormwater</p> <ul style="list-style-type: none"> ▪ Incorporate on-site storm water detention systems in the storm water drainage disposal design. ▪ Work with Council to ensure it can conduct a storm water system report. <p>Traffic management</p> <ul style="list-style-type: none"> ▪ Include a Traffic Report prepared by a qualified Traffic Consulting Engineer. 	<ul style="list-style-type: none"> ▪ Gateway Capital and traffic consultants Stantec note this feedback and have sought to address this feedback in Section 1.4 of the Traffic Impact Assessment. <p>Earth works</p> <ul style="list-style-type: none"> ▪ Bulk earth works will align with Council's Engineering Standards, a summary of this is provided in the Bulk Earthworks Plans. <p>Stormwater</p> <ul style="list-style-type: none"> ▪ No on-site detention system is proposed as part of this development. As shown in the Civil Engineering Report, the proposed development will not substantially increase surface water run-off on site and all discharge will be able to be accommodated within the existing drainage infrastructure in Milperra Road and into the drainage easement located north-west of the site. <p>Traffic management</p> <ul style="list-style-type: none"> ▪ Gateway Capital and traffic consultants Stantec note this feedback and have sought to address this feedback in Section 1.4 of the Traffic Impact Assessment. <p>Easements / Covenants</p> <ul style="list-style-type: none"> ▪ The proposal has considered all existing easements, restrictions and covenants in the proposal. A summary of this is found in Section 1.6 and Table 4 in Section 2.2 of the Environmental Impact Statement. Existing easements have been considered as part of the overall building design to ensure no conflicts. <p>Pedestrian access</p> <ul style="list-style-type: none"> ▪ Gateway Capital and architects Watson Young note this feedback and have sought to address this feedback on pages 4 & 5 of the Design Report.

Stakeholder	How this group was consulted	Feedback	Project response
		<p>Easements/Covenants</p> <ul style="list-style-type: none"> ▪ Consider existing Easements, Restrictions and Covenants in the proposal. ▪ Incorporate comprehensive details of any Easements affecting the site in the plans and how they will be addressed within the proposal. ▪ Ensure compliance and minimise potential conflicts or disruptions related to easements. <p>Pedestrian access</p> <ul style="list-style-type: none"> ▪ Provide clearer detail on proposed pedestrian access and kerb ramps along the Milperra Road and Mons Street frontages. ▪ Ensure pedestrian footpaths are a minimum of 1.5m wide in accordance with Council's Standards. ▪ Liaise with Transport for NSW to relocate the heavy electrical structure to minimise conflict with pedestrian access and allow for a public footpath to be constructed within the Council Road reserve. ▪ Council notes that a public footpath would be required within the public road reserve along the Mons Street frontage. ▪ Provide kerb ramps at each end of the proposed pedestrian crossing near the intersection of Mons Street and Milperra Road. ▪ Request feedback from Council's Traffic Team regarding the proposed pedestrian crossing at the intersection of Mons Street and Milperra Road. ▪ Demonstrate safe and accessible pedestrian access to all areas of the development, including clear and easily identified pedestrian entry point from Mons Street, accessible access to Level 1 and easily recognizable and secure route for pedestrians to employee's areas. 	
<p>NSW Department of Planning, Housing and Infrastructure (formerly the NSW Department of Planning and Environment):</p> <ul style="list-style-type: none"> ▪ Industry Assessments team 	<p>On 3 May 2023, Urbis Planning (on behalf of Gateway Capital) contacted the NSW Department of Planning, Housing and Infrastructure's (DPHI) Industry Assessments team to provide a summary of the project and the intention to seek industry specific SEARs.</p> <p>Urbis Planning requested confirmation on whether a pre-meeting and scoping meeting were required.</p> <p>On 10 October, Urbis Planning (on behalf of Gateway Capital) held a scoping meeting with the</p>	<p>On 3 May 2023, DPHI responded advising that both a pre-meeting and scoping meeting were required to confirm the State Significant Development planning pathway.</p> <p>DPHI also requested information on the particular proposed uses, the types of vehicles of trucks and preliminary site plans.</p> <p>During the scoping meeting, DPHI provided the following feedback:</p>	<p>On 27 September 2023, Urbis Planning issued a Scoping Report to DPHI which included the requested information, a summary of the community engagement approach and to coordinate the scoping meeting.</p> <p>During the scoping meeting, Urbis Planning, Renzo Tonin and Watson Young advised:</p>

Stakeholder	How this group was consulted	Feedback	Project response
	<p>NSW Department of Planning, Housing and Infrastructure (DPHI) to discuss the proposal in greater detail including the concept design process and options testing, the initial acoustic investigations to inform the acoustic strategy and the traffic and transport strategy.</p> <p>Acoustic consultants Renzo Tonin and architects Watson Young also attended this meeting.</p>	<ol style="list-style-type: none"> 1. Recommendation for greater consideration of how the proposal will integrate with the public domain along Milperra Road. 2. Recommendation to explore the landscape design response further and how this can address Council's Development Control Plan landscape requirements. 3. Whether the canopy tree vegetation to the site frontage would be retained? 4. Whether the acoustic strategy considered the existing noise from the site and how this would change because of the proposal? 5. Recommendation to increase the proposed community engagement catchment further towards Gordon Parker Street. 6. Request to provide accurate and consistent acoustic assessments including traffic and acoustic assessments. 7. Advising the new Sustainable Buildings State Environmental Planning Policy (SEPP) will apply for this project and to ensure the ESD consultant addresses all relevant requirements and clearly outlines how these are being achieved and satisfied. <p>Following the scoping meeting, DPHI contacted Urbis Planning advising that a formal request for SEARs package could now be lodged.</p>	<ol style="list-style-type: none"> 1. Gateway Capital and architects Watson Young note this feedback and have sought to address this feedback on pages 4 & 5 of the Design Report. 2. Gateway Capital and architects Watson Young note this feedback and have sought to address this feedback on pages 4 & 5 of the Design Report. 3. The tree canopy vegetation will be retained. 4. To inform the project's design and pre-scoping Acoustic Strategy, Renzo Tonin conducted noise monitoring in three residential properties along Mons Street and Milperra Road. This monitoring has informed the Noise and Vibration Impact Assessment 5. Appointed engagement consultants Urbis Engagement have expanded the consultation area's southern boundary to Gordon Parker Street. 6. Gateway Capital and its technical consultants will provide accurate reports and endeavour to provide consistent reports. <p>In some cases, consistent reports are not possible as each assessment explores different disciplines and have different baselines to assess these elements.</p> <p>DPE acknowledged this and requested each report clearly highlights and justifies any inconsistencies.</p> <ol style="list-style-type: none"> 7. Gateway Capital's appointed ESD consultants Aspire Sustainability Consulting will ensure its report aligns with the Sustainable Buildings SEPP. <p>Gateway Capital will continue to consult and provide project updates to DPHI's Industry Assessments team and offer the opportunity to comment / provide feedback should plans change.</p>
<p>Department of Climate Change, Energy, the Environment and Water (DCCEEW)</p> <ul style="list-style-type: none"> ▪ Environment and Heritage Group <p>(formerly part of the NSW Department of Planning and Environment)</p>	<p>On 25 March 2024, AEP (on behalf of Gateway Capital) lodged a Biodiversity Development Assessment Report (BDAR) waiver request to DCCEEW's Environment and Heritage Group.</p>	<p>At the time of writing this report, the BDAR waiver request was still being reviewed by DCCEEW.</p>	<p>AEP will continue to consult with DCCEEW throughout the BDAR waiver request process.</p>
<p>Relevant agencies</p>			

Stakeholder	How this group was consulted	Feedback	Project response
Transport for NSW	<p>On 23 June 2023, Stantec (on behalf of Gateway Capital) contacted Transport for NSW (TfNSW) to request a meeting to discuss access options to the site.</p> <p>This meeting was held on 10 July 2023 and included attendance from Gateway Capital, Stantec and TfNSW's Land Use Assessment team.</p>	<p>During the meeting, Gateway Capital and Stantec provided an overview of the project and led a discussion about site access options, particularly access via Milperra Road to reduce acoustic disruptions to surrounding residents.</p> <p>TfNSW advised that it would not support the introduction of direct access points along Milperra Road due to potential traffic safety risks stemming from the high volume of traffic utilising this road.</p> <p>TfNSW noted that due to existing access via Mons Street, there was no need to introduce an additional access point along Milperra Road.</p>	<p>Gateway Capital notes TfNSW's feedback and has proceeded to locate the proposed access points via Mons Street.</p> <p>Gateway Capital will continue to consult and provide project updates to TfNSW and offer the opportunity to comment/provide feedback should plans change.</p>
Sydney Water	<p>On 8 November 2023, Land Partners (on behalf of Gateway Capital) lodged a feasibility application and a pressure and flow enquiry with Sydney Water.</p>	<p>On 11 December 2023, Sydney Water responded to the feasibility application noting that the proposed development can be serviced by connection to the existing 150mm water main in Milperra Road.</p>	<p>Gateway Capital and Land Partners will continue to consult and provide project updates to Sydney Water and offer the opportunity to comment/provide feedback should plans change.</p>
Ausgrid	<p>On 11 November 2023, Land Partners (on behalf of Gateway Capital) lodged a Technical Review Request with Ausgrid.</p>	<p>On 16 November 2023, Ausgrid responded to the Technical Review Request noting that the proposed development can be serviced by the existing Ausgrid network which is capable of providing the approx. 2.5MVA LV supply.</p>	<p>Gateway Capital will continue to consult and provide project updates to Sydney Water and offer the opportunity to comment/provide feedback should plans change.</p>
Western Parkland City Authority	<p>On 15 January 2024, Urbis Engagement (on behalf of Gateway Capital) contacted the Western Parkland City Authority's (WPCA) general enquiries line outlining the project proposal and inviting feedback via the 1800 number and enquiry email.</p>	<p>To date, no enquiries or feedback has been received from WPCA.</p>	<p>Gateway Capital will continue to consult and provide project updates to WPCA and offer the opportunity to comment/provide feedback should plans change.</p>
Aboriginal Stakeholders			
<ul style="list-style-type: none"> ▪ Gandagarra Local Aboriginal Land Council ▪ Registered Aboriginal Parties 	<p>As part of the Aboriginal Cultural Heritage Assessment Report (ACHAR) for the project, Urbis Heritage consulted with the Gandagarra Local Aboriginal Land Council and other registered Aboriginal parties as required to determine the cultural significance of objects and/or places on and surrounding the site.</p>	<p>Feedback from this consultation is included in Section 3 of the ACHAR.</p>	<p>Gateway Capital and Urbis Heritage will continue to consult and provide project updates to the Gandagarra Local Aboriginal Land Council and offer the opportunity to comment/provide feedback should plans change.</p>
Community			
<p>Surrounding landowners and occupiers on streets bound by:</p> <ul style="list-style-type: none"> ▪ Edgar Street ▪ Eldridge Road ▪ Jellicoe Street ▪ Victoria Street 	<p>On 5 December 2023, Urbis (on behalf of Gateway Capital) conducted a two-hour door knock to 52 of the nearest residential properties on Mons Street and Milperra Road to provide information about the proposal, seek feedback and hand deliver a copy of the community newsletter.</p>	<p>Of the properties door knocked, 26 residents were available to speak to the project team.</p> <p>Feedback included:</p> <ul style="list-style-type: none"> ▪ General support for the proposal, particularly the change in use due to the environmental impact of the existing factory. ▪ A "no change" sentiment considering the site's current industrial use. 	<p>During the door knock the project team provided the following information:</p> <ol style="list-style-type: none"> 1. Primary vehicle access to the site will be via the two driveways along the southern end of Mons Street, furthest away from residents. <p>Another three access points are proposed along Mons Street – one provides heavy vehicle access during the daytime only, whilst the</p>

Stakeholder	How this group was consulted	Feedback	Project response
<ul style="list-style-type: none"> ▪ Gordon Parker Street 	<p>Urbis Engagement (on behalf of Gateway Capital) distributed a community newsletter to 484 properties on 6 December 2023.</p> <p>The community newsletter outlined the project proposal and invited feedback via the 1800 number, enquiry email and an online survey as part of the Social Impact Assessment.</p> <p>Given the culturally and linguistically diverse demographic of the area, this newsletter was also translated into Arabic and Vietnamese.</p> <p>The community newsletter (including translated versions) and distribution area can be found in Appendix A.</p>	<p>Questions included:</p> <ol style="list-style-type: none"> 1. The location of vehicle and truck access points. 2. Why housing is not being considered for the site. 3. Will Gateway Capital be assessing whether there's asbestos on the site before demolition? 	<p>other two provide access for light vehicles and users of the property to the north.</p> <ol style="list-style-type: none"> 2. Under the Canterbury-Bankstown Local Environmental Plan 2023, the site is zoned for General and Light Industrial use which does not permit residential development. 3. As part of the proposal, Gateway Capital has prepared a Hazardous Material Survey which assessed the asbestos risk. This assessment found there to be suspected asbestos present in some areas of the site. <p>If approved, Gateway Capital will prepare an Asbestos Management Plan and commission a Class A licenced asbestos removalist to remove friable asbestos and asbestos containing material. Air monitoring, including background, control, and clearance monitoring, will be conducted during this process.</p>
	<p>To date, no enquiries or feedback from surrounding landowners and occupiers has been received through the community enquiry lines.</p>		<p>Gateway Capital is committed to maintaining contact with surrounding landowners and occupiers throughout the duration of the planning process.</p> <p>Gateway Capital will continue to offer the opportunity to comment / provide feedback on plans.</p>
	<p>To inform the Social Impact Assessment (SIA) Urbis' Community Planning team (on behalf of Gateway Capital) hosted and monitored an online survey to collect specific feedback on potential positive and negative social impacts.</p> <p>This survey was available in Arabic and Vietnamese.</p>	<p>At the time of writing this report, the survey received two complete responses.</p> <p>Feedback from this consultation is included in Section 4.2 of the SIA.</p>	<p>Consultation outcomes have been considered in the assessment of social impacts, including the development of appropriate mitigation measures to help reduce negative social impacts and enhance positive impacts. This is detailed in full in the SIA.</p>
<p>Bankstown Airport</p>	<p>Urbis Planning (on behalf of Gateway Capital) contacted Bankstown Airport's Aviation Compliance Manager on 10 May 2023 to understand the relevant height controls for the site in relation to Bankstown Airport's airspace protection controls.</p>	<p>On 16 May 2023, Bankstown airport responded advising the maximum height ranges from 44.5 to 50.5m on the Australian Height Datum with a maximum building height of 22.5 to 28.5m.</p>	<p>The maximum building height for the proposal is 24.2m.</p> <p>As part of the proposal, Gateway Capital has prepared a Preliminary Aeronautical Impact Assessment to accompany the SSDA.</p> <p>Gateway Capital will continue to consult with Bankstown Airport and offer the opportunity to comment/provide feedback should plans change.</p>

Stakeholder	How this group was consulted	Feedback	Project response
Special interest groups <ul style="list-style-type: none"> <li data-bbox="181 306 546 363">▪ Canterbury Bankstown Chamber of Commerce 	Urbis Engagement (on behalf of Gateway Capital) contacted the Canterbury Bankstown Chamber of Commerce via email on 12 December 2023 outlining the project proposal and inviting feedback via the 1800 number and enquiry email.	To date, no response has been received from the Canterbury Chamber of Commerce	Gateway Capital will continue to consult and provide project updates to the Canterbury Bankstown Chamber of Commerce and offer the opportunity to comment / provide feedback on plans.

4. FUTURE COMMUNITY AND STAKEHOLDER ENGAGEMENT

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

- Continuing to engage with the community about the project, its impacts, and the approval process
- Enabling the community to seek clarification about the project through the two-way communication channels.

DISCLAIMER

This report is dated 17 April 2024 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 Gateway Capital Pty Ltd (**Instructing Party**) for the purpose of Engagement Report (**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).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

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.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

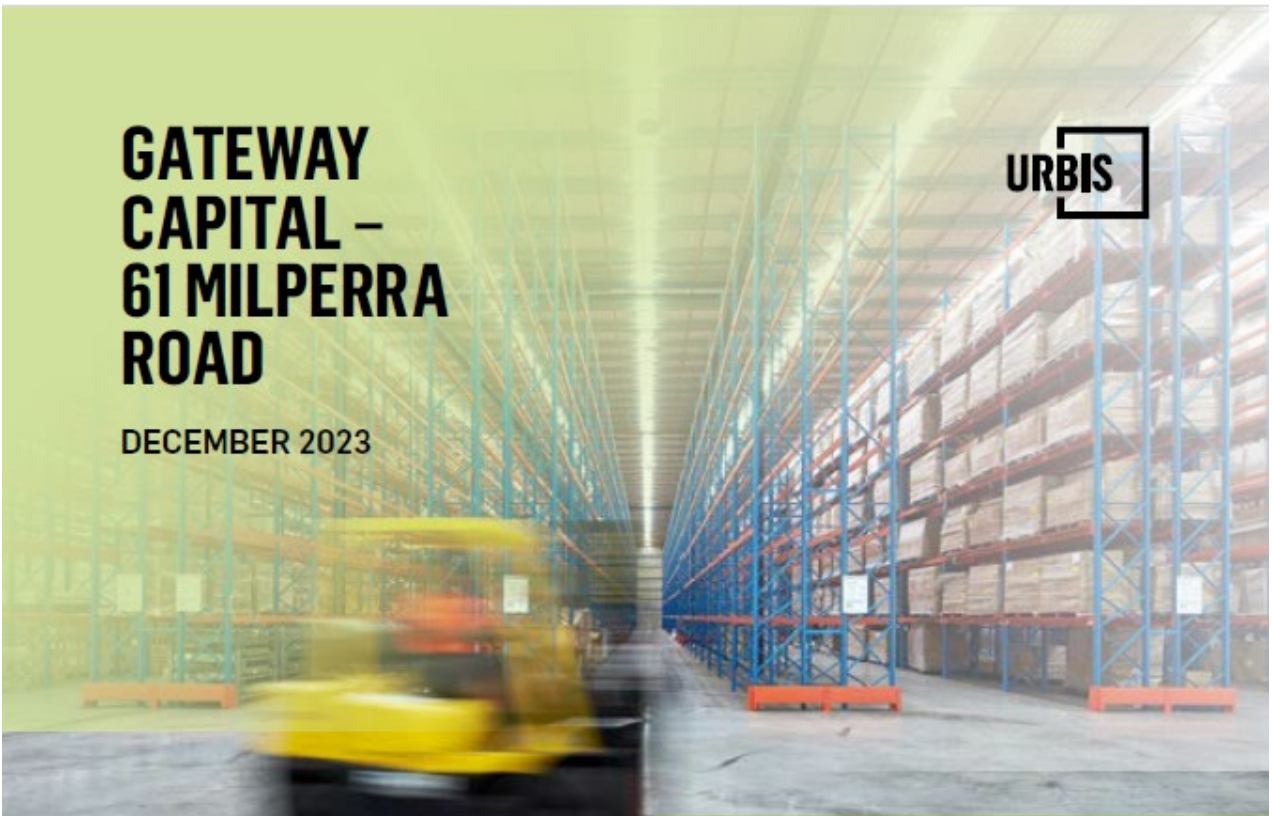
Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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 COMMUNITY NEWSLETTER

GATEWAY CAPITAL – 61 MILPERRA ROAD

DECEMBER 2023



ABOUT THE PROJECT

Gateway Capital Pty Ltd (Gateway Capital) is seeking approval to develop a two-story warehouse and distribution centre at 61 Milperra Road, Revesby. The proposal includes:

- Demolition of the existing buildings.
- Construction of a 37,855m² Gross Floor Area (GFA) two-storey warehouse.
- Construction of 5,297m² Gross Floor Area (GFA) of associated office space and a 564m² of office lobby space.
- 3500m² of open space.
- 275 car parking spaces (including accessible parking), bicycle storage and staff end of trip facilities.
- Site landscaping, removal of approximately 30 trees (including some native trees) and infrastructure works.

If approved, the warehouse and distribution facility would operate 24/7, subject to demonstrating compliance with the relevant environmental (i.e noise and traffic) criteria.

ABOUT GATEWAY CAPITAL

Gateway Capital is an Australian based investment management business focused on creating core assets in the industrial and logistics sectors through active management and development.

Gateway Capital is committed to investing and operating responsibly to drive and influence the greatest possible positive impact for our people, the planet and the community.

WHY THIS PROPOSAL?



An increase in local jobs:

if approved, the proposal will generate job opportunities within the warehousing and distribution sectors, both during construction and operational.



Goods and services close to communities:

Multi-storey warehouses are an innovative design helping to move goods efficiently. These are becoming more and more prevalent as the need for goods and services close to communities and key transport infrastructure in Sydney grows.



Strategically located:

Gateway Capital's proposed facility is connected to national and international transport networks, including the South Western motorway and Bankstown Airport. This location contributes to the growth and prosperity of Western Sydney and beyond.

CONSIDERING OUR NEIGHBOURS

Gateway Capital is working to understand the potential effects of the construction and operation of the proposed warehouse and to identify ways to mitigate any risks. This includes detailed traffic, noise and visual assessments.

■ ACCESS AND TRAFFIC

Gateway Capital understands that safety and access are very important and will conduct detailed traffic assessments to minimise traffic, and to ensure the safety of employees and residents.

Primary vehicle access to the site will be via the southern end of Mons Street, furthest away from residents. Another two access points are proposed along Mons Street and will be used by light vehicles only. There are already existing vehicle access points utilised by the current tenant close to these locations.

A Traffic Impact Assessment is being prepared by a traffic engineer to ensure that the traffic generated from the proposed development is considered against the surrounding road network.

■ NOISE

Prior to commencing the development application, Gateway Capital commissioned independent acoustic consultants to measure the existing noise surrounding the site. This assessment was used to inform and refine Gateway Capital's plans, with a particular focus on understanding what design considerations would need to be made to mitigate any noise impact to surrounding residents.

Under the Environmental Protection Authority (EPA) guidelines, Gateway Capital will be required to satisfy compliance with the relevant noise criteria in the development application.

■ LIGHT

Gateway Capital is designing the building and internal access roads to minimise the effects of light spill on neighbouring residents. This includes retaining existing trees where possible to act as a natural light barrier.

PLANNING PATHWAY

Gateway Capital is seeking approval to develop a two-storey warehouse and distribution centre from the Department of Planning and Environment (DPE) through the State Significant Development Application (SSDA) process.

SEPTEMBER 2023

Gateway Capital lodged a request with DPE for the Secretary's Environmental Assessment Requirements (SEARs). The SEARs ensure government agencies and relevant service providers are informed and provided with the opportunity to request certain information be addressed within the SSDA.

OCTOBER 2023

DPE issued SEARs to Gateway Capital.

NOVEMBER – EARLY DECEMBER 2023

As part of the SSDA process, Gateway Capital is preparing an Environmental Impact Statement (EIS) which will assess any potential impacts from construction and operation and suggest mitigation measures. Gateway Capital is seeking feedback from its neighbours and the community as part of this stage. This feedback will be collated in a Consultation Outcomes Report and included in the submission to DPE to inform future planning.

FEBRUARY 2024

Formal lodgement of the SSDA, including the completed EIS and Consultation Outcomes Report.

ABOUT 3-6 MONTHS LATER

Following the SSDA lodgement, DPE will publicly exhibit the proposal. At this point, the community can make formal submissions to DPE.

ABOUT 9 MONTHS LATER

DPE will review the application and formal comments and decide on the planning application.

MORE INFORMATION

Gateway Capital has commissioned Urbis Engagement to collect your feedback and provide further information about the proposal. You can reach the team on:

✉ engagement@urbis.com.au

☎ 1800 244 863



As part of the SSDA, a Social Impact Assessment (SIA) will also be undertaken by Urbis to understand any potential positive or negative impacts generated by the proposal and to suggest appropriate mitigation measures.

Feedback from the community is critical to understanding these impacts and will be included as part of the SIA.

You can share your feedback and thoughts on the potential social impacts generated by the proposal by completing a short online survey. Simply scan the QR code below.



SCAN THE QR CODE TO PROVIDE YOUR FEEDBACK



This newsletter is available in Arabic and Vietnamese, to receive a copy, please contact Urbis Engagement.

هذه النشرة متاحة باللغتين العربية والفييتنامية. للحصول على نسخة منها، يرجى الاتصال بشركة Urbis Engagement.

Bản tin này có bản tiếng Ả Rập và tiếng Việt, nếu muốn có bản tiếng Việt, vui lòng liên lạc với Urbis Engagement.

APPENDIX B TRANSLATED NEWSLETTERS

GATEWAY - CAPITAL 61 MILPERRA ROAD

كانون الأول / ديسمبر 2023

ما الهدف من هذا الاقتراح؟

زيادة الوظائف المحلية:

ستولد الموافقة على هذا الاقتراح، إذا ما تمت، فرص عمل في قطاعي التخزين والتوزيع، أثناء البناء و التشغيل على حد سواء.



السلع والخدمات القريبة من المجتمعات:

المستودعات متعددة الطوابق هي تصميم مبتكر يساعد على نقل البضائع بكفاءة، وقد أصبحت هذه أكثر انتشارًا مع تزايد الحاجة إلى السلع والخدمات القريبة من المجتمعات والبنية التحتية الرئيسية للنقل في سيدني.



موقع استراتيجي:

المنشأة المقترحة لشركة Gateway Capital متصلة بشبكات النقل الوطنية والدولية، بما في ذلك South Western Motorway ومطار بانكستاون، ويساهم هذا الموقع في نمو وازدهار منطقة غرب سيدني وخارجها.



معلومات عن المشروع

تسعى شركة Gateway Capital Pty Ltd (Gateway Capital) للحصول على الموافقة لإنشاء مستودع ومركز توزيع مكون من طابقين في 61 Milperra Road, Revesby يتضمن الاقتراح:

- هدم المباني القائمة.
 - إنشاء مستودع مكون من طابقين بمساحة إجمالية تبلغ 37,655 مترًا مربعًا.
 - بناء مرافق مكتبية بمساحة إجمالية تبلغ 5,297 مترًا مربعًا وحيز خاص بمكتب الاستقبال بمساحة 564 مترًا مربعًا.
 - 3,500 مترًا مربعًا من المساحات المفتوحة.
 - 275 موقفًا للسيارات (بما في ذلك مواقف سيارات لذوي الاحتياجات الخاصة) ومخزن للدراجات ومرافق للموظفين لنهاية يوم العمل.
 - تنسيق الحدائق للموقع وإزالة حوالي 30 شجرة (بما في ذلك بعض الأشجار المحلية) وأعمال متعلقة بالبنية التحتية.
- إذا حصلنا على الموافقة، سيعمل المستودع ومنشأة التوزيع على مدار الساعة طوال أيام الأسبوع، بشرط إثبات الامتثال للمعايير البيئية ذات الصلة (مثل الضوضاء وحركة المرور).

نبذة عن شركة GATEWAY CAPITAL

Gateway Capital هي شركة قائمة في أستراليا معنية بإدارة الاستثمارات وتركز على إنشاء أصول أساسية في القطاعين الصناعي واللوجستي من خلال الإدارة الفعالة وأعمال التنمية. تلتزم شركة Gateway Capital بالاستثمار والعمل بشكل مسؤول لتحقيق وإحداث أكبر تأثير إيجابي ممكن لشعبنا والكوكب والمجتمع.

التفكير في جيراننا

تعمل شركة Gateway Capital على فهم الآثار المحتملة لبناء وتشغيل المستودع المقترح وتحديد السبل التي تكفل الحد من أي مخاطر. ويتضمن ذلك تقييمات مفصلة لحركة المرور والضوضاء وتقييم بصري.

■ سهولة الوصول وحركة المرور

تدرك شركة Gateway Capital أنّ السلامة وسهولة الوصول أمران في غاية الأهمية وستقوم بإجراء تقييمات مفصلة لحركة المرور للحد من الزحام ولضمان سلامة الموظفين والمقيمين.

سيكون المنفذ الأساسي للمركبات إلى الموقع عبر الطرف الجنوبي لشارع Mons Street، بعيدًا عن السكان. تمّ كذلك اقتراح نقطتي وصول آخرين على طول شارع Mons Street وسيتمّ استخدامهما من قبل المركبات الخفيفة فقط. وتوجد بالفعل منافذ قائمة للمركبات والمستخدمة من قبل المستأجر الحالي بالقرب من هذه المواقع.

يقوم مهندس المرور حاليًا بإعداد تقييم الأثر المروري للتأكد من أخذ حركة المرور الناتجة عن البناء المقترح في الاعتبار مقارنة مع شبكة الطرق المحيطة.

■ الضوضاء

قبل البدء في تقديم طلب البناء، قامت شركة Gateway Capital بتكليف مستشارين صوتيين مستقلين لقياس الضوضاء الحالية المحيطة بالموقع. تمّ استخدام هذا التقييم لاسترشاد به وتحسين خطط Gateway Capital مع التركيز بشكل خاص على فهم الاعتبارات التي يجب مراعاتها في التصميم للحد من أي آثار للضوضاء على السكان المجاورين.

في إطار إرشادات هيئة حماية البيئة (Environmental Protection Authority - EPA)، سيُطلب من Gateway Capital تلبية متطلبات الامتثال لمعايير الضوضاء ذات الصلة في طلب البناء.

■ الضوء

تعمل شركة Gateway Capital على تصميم المبنى وسبل النفاذ الداخلية للحد من آثار تسرب الضوء إلى السكان المجاورين. ويتضمن ذلك الاحتفاظ بالأشجار القائمة حيثما أمكن ذلك لتكون بمثابة حاجز طبيعي للضوء.

مسار التخطيط

تسعى شركة Gateway Capital للحصول على الموافقة لإنشاء مستودع ومركز توزيع مكوّن من طابقين من وزارة Department of Planning and Environment (DPE) من خلال اتباع إجراء State Significant Development Application (SSDA).

أيلول/سبتمبر 2023

قدمت شركة Gateway Capital طلبًا إلى DPE بشأن متطلبات Secretary's Environmental Assessment Requirements (SEARs). تضمنت متطلبات SEARs التأكد من إعلام الوكالات الحكومية ومقدمي الخدمات ذوي الصلة وإتاحة الفرصة لهم لطلب معلومات معيّنّة لتتمّ معالجتها في إطار إجراء SSDA.

تشرين الأول/أكتوبر 2023

أصدرت وزارة DPE متطلبات SEARs إلى Gateway Capital.

تشرين الثاني/نوفمبر - أوائل كانون الأول/ديسمبر 2023

تعمل Gateway Capital حاليًا، في إطار إجراء SSDA، على إعداد بيان الأثر البيئي (Environmental Impact Statement - EIS) والذي سيقمّ أي آثار محتملة ناجمة عن البناء والتشغيل واقتراح تدابير لتخفيف الآثار. كما تسعى Gateway Capital للحصول على الملاحظات من جيرانها والمجتمع في إطار هذه المرحلة. سيتمّ جمع هذه الملاحظات في تقرير نواتج المشاورات وإدراجها في الطلب المقدم إلى وزارة DPE لتوجيه التخطيط المستقبلي.

شباط/فبراير 2024

تقديم طلب SSDA بشكل رسمي، بما في ذلك بيان EIS وتقرير نواتج المشاورات المكتمل.

بعد حوالي 3-6 أشهر

عقب تقديم طلب SSDA، ستعرض DPE الاقتراح على جمهور العامة. في هذه المرحلة، سيتمكن المجتمع من تقديم إسهامات رسمية إلى DPE.

بعد حوالي 9 أشهر

ستقوم DPE بمراجعة الطلب والتعليقات الرسمية واتخاذ قرار بشأن طلب التخطيط.

مزيد من المعلومات

قامت شركة Gateway Capital بتكليف شركة Urbis Engagement بجمع ملاحظاتكم وتقديم المزيد من المعلومات حول الاقتراح. يمكنكم التواصل مع الفريق على:



engagement@urbis.com.au

1800 244 863

ستقوم شركة Urbis أيضًا، في إطار SSDA، بإجراء تقييم الأثر الاجتماعي (Social Impact Assessment - SIA) لفهم أي آثار إيجابية أو سلبية محتملة ناتجة عن الاقتراح ولاقتراح تدابير مناسبة لتخفيف الآثار.



يرجى مسح رمز الاستجابة السريعة صوتيًا لتقديم ملاحظاتكم



Bản tin này có bản tiếng Ả Rập và tiếng Việt, nếu muốn có bản tiếng Việt, vui lòng liên lạc với Urbis Engagement.

هذه النشرة متاحة باللغتين العربية والإنجليزية، للحصول على نسخة منها، يرجى الاتصال بشركة Urbis Engagement.

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GATEWAY CAPITAL – 61 MILPERRA ROAD

THÁNG 12 NĂM 2023



SƠ LƯỢC VỀ DỰ ÁN

Gateway Capital Pty Ltd (Gateway Capital) đang xin phê duyệt để xây kho hàng và trung tâm phân phối hai tầng tại 61 Milperra Road, Revesby. Đề xuất này bao gồm:

- Phá sập các tòa nhà hiện có.
- Xây dựng kho hàng 2 tầng với Tổng Diện tích Mặt bằng 37.655m² (GFA).
- Xây dựng Tổng Diện tích Mặt bằng văn phòng 5.297m² (GFA) và diện tích sảnh văn phòng 564m² lân cận.
- Diện tích không gian mở 3.500m².
- 275 chỗ đậu xe (bao gồm chỗ đậu xe dành cho người khuyết tật), nơi để xe đạp và cơ sở vật chất cuối chuyến đi dành cho nhân viên.
- Phối trí cảnh quan khu vực, đồn khoảng 30 cây cối (trong đó có một số cây bản địa) và dẹp bỏ các công trình cơ sở hạ tầng.

Nếu được chấp thuận, kho hàng và cơ sở phân phối sẽ hoạt động 24/7 với điều kiện phải chứng minh đã tuân thủ các tiêu chí về môi trường (tức là tiếng ồn và xe cộ lưu thông) có liên quan.

SƠ LƯỢC VỀ GATEWAY

Gateway Capital là doanh nghiệp quản lý đầu tư có trụ sở tại Úc, tập trung tạo ra các tài sản cốt yếu trong lĩnh vực công nghiệp và hậu cần thông qua hoạt động quản lý và kiến thiết tích cực.

Gateway Capital cam kết đầu tư và hoạt động có trách nhiệm nhằm thúc đẩy và tạo tác động tích cực lớn nhất có thể cho con người, trái đất và cộng đồng chúng ta.

TẠI SAO LẠI LÀ ĐỀ XUẤT NÀY?



Tăng thêm việc làm tại địa phương: Nếu được phê duyệt, đề xuất này sẽ tạo công ăn việc làm trong lĩnh vực kho hàng và phân phối, cả trong thời gian xây dựng lẫn vận hành.



Hàng hóa, dịch vụ gắn cộng đồng: Kho hàng nhiều tầng là thiết kế sáng tạo giúp vận chuyển hàng hóa hiệu quả. Những loại kho hàng này ngày càng trở nên phổ biến khi nhu cầu hàng hóa và dịch vụ gắn cộng đồng cũng như cơ sở hạ tầng giao thông quan trọng ở Sydney ngày càng tăng.



Tọa lạc ở địa điểm chiến lược: Cơ sở đã được đề xuất của Gateway Capital kết nối với mạng lưới giao thông toàn quốc và quốc tế, bao gồm South Western Motorway và Sân bay Bankstown. Địa điểm này góp phần vào đà tăng trưởng và thịnh vượng của Western Sydney và nhiều hơn thế nữa.

CẢN NHẮC LĂNG GIẾNG CHÚNG TÔI

Gateway Capital đang cố gắng tìm hiểu những tác động có thể xảy ra do xây dựng và vận hành kho hàng đã được đề xuất cũng như xác định các cách thức giảm thiểu mọi nguy cơ. Điều này bao gồm đánh giá kỹ lưỡng về xe cộ lưu thông, tiếng ồn và quang cảnh.

TIẾP CẬN VÀ XE CỘ LƯU THÔNG

Gateway Capital hiểu rằng an toàn và khả năng tiếp cận là rất quan trọng và sẽ tiến hành đánh giá kỹ lưỡng về xe cộ lưu thông để giảm thiểu lượng xe cộ lưu thông cũng như đảm bảo an toàn cho nhân viên và người dân.

Lối ra vào địa điểm này chủ yếu sẽ ở phía đầu đường hướng nam Mons Street, cách xa khu dân cư nhất. Hai lối ra vào đã được đề xuất khác là dọc theo Mons Street và sẽ chỉ dành cho các xe cộ hạng nhẹ. Hiện nay đã có các điểm ra vào dành cho xe cộ mà người thuê hiện đang sử dụng ở gần các địa điểm này.

Kỹ sư giao thông đang thực hiện Cuộc Đánh giá Tác động Xe cộ Lưu thông để đảm bảo cản nhắc lượng xe cộ lưu thông tạo ra từ dự án kiến thiết đã được đề xuất so với mạng lưới đường lộ lân cận.

TIẾNG ỒN

Trước khi bắt đầu đơn xin kiến thiết, Gateway Capital đã thuê các chuyên gia tư vấn âm thanh độc lập đo tiếng ồn hiện tại ở gần khu vực này. Việc đánh giá này được sử dụng để cung cấp thông tin và hoàn thiện các kế hoạch của Gateway Capital, đặc biệt tập trung tìm hiểu những điều cản nhắc về thiết kế cần được thực hiện để giảm thiểu bất kỳ tác động nào về tiếng ồn đối với cư dân lân cận.

Theo hướng dẫn của Cơ quan Bảo vệ Môi trường (Environmental Protection Authority – EPA), Gateway Capital sẽ phải tuân thủ các tiêu chí về tiếng ồn có liên quan trong đơn xin kiến thiết.

ĐÈN CHIẾU SÁNG

Gateway Capital đang thiết kế tòa nhà và đường ra vào nội bộ để giảm thiểu ảnh hưởng của ánh sáng tràn tới cư dân lân cận. Điều này bao gồm việc giữ lại những cây cối hiện có ở những nơi có thể, để cản ánh sáng một cách tự nhiên.

LỘ TRÌNH QUY HOẠCH

Gateway Capital đang xin Department of Planning and Environment (DPE), thông qua quy trình State Significant Development Application (SSDA), phê duyệt để được phép xây kho hàng và trung tâm phân phối hai tầng.

THÁNG 9 NĂM 2023

Gateway Capital đã nộp yêu cầu với DPE về Secretary's Environmental Assessment Requirements (SEARs). SEAR đảm bảo các cơ quan chính phủ và cơ sở cung cấp dịch vụ có liên quan nhận được thông tin và có cơ hội yêu cầu giải quyết một số thông tin nhất định trong vòng SSDA.

THÁNG 10 NĂM 2023

DPE đã cấp SEAR cho Gateway Capital.

THÁNG 11 – KHOẢNG ĐẦU THÁNG 12 NĂM 2023

Trong khuôn khổ quy trình SSDA, Gateway Capital đang soạn thảo Văn bản Tuyên bố Tác động Môi trường (Environmental Impact Statement – EIS), sẽ thẩm định mọi tác động có thể xảy ra do xây dựng và vận hành cũng như đề xuất các biện pháp giảm thiểu. Gateway Capital hiện mong nhận được ý kiến phản hồi của những người láng giềng và cộng đồng trong giai đoạn này. Ý kiến phản hồi này sẽ được đúc kết trong Bản Báo cáo Kết quả Tham khảo Ý kiến và gửi đến DPE để cung cấp thông tin cho việc lập kế hoạch trong tương lai.

THÁNG 2 NĂM 2024

Chính thức nộp SSDA, bao gồm EIS đã hoàn thành và Bản Báo cáo Kết quả Tham khảo Ý kiến.

KHOẢNG 3-6 THÁNG SAU

Sau khi nộp SSDA, DPE sẽ công khai triển lãm để xuất này. Vào thời điểm này, cộng đồng có thể gửi văn bản đề trình chính thức tới DPE.


KHOẢNG 9 THÁNG SAU

DPE sẽ xem xét đơn xin và các ý kiến nhận xét chính thức rồi quyết định về đơn xin quy hoạch.

THÊM THÔNG TIN

Gateway Capital đã thuê Urbis Engagement thu thập ý kiến phản hồi của quý vị và cung cấp thêm thông tin về đề xuất. quý vị có thể liên lạc với họ theo chi tiết dưới đây:

 engagement@urbis.com.au

 1800 244 863



Trong khuôn khổ của SSDA, Urbis cũng sẽ thực hiện việc Thẩm định Tác động Xã hội (Social Impact Assessment – SIA) để hiểu mọi tác động tích cực hoặc tiêu cực có thể xảy ra do đề xuất này tạo ra và đề nghị các biện pháp giảm thiểu thích hợp.

Ý kiến phản hồi của cộng đồng rất quan trọng để hiểu được những tác động này và sẽ được bao gồm như là một phần của SIA.

Quý vị có thể hoàn thành cuộc khảo sát trực tuyến ngắn để chia sẻ ý kiến phản hồi và suy nghĩ của mình về tác động xã hội có thể xảy ra do đề xuất này gây ra. Chỉ cần rọi quét mã QR dưới đây.



HÃY RỌI QUÉT MÃ QR ĐỂ CUNG CẤP Ý KIẾN PHẢN HỒI CỦA MÌNH



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APPENDIX C DISTRIBUTION AREA

