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URBIS

Engagement Outcomes Report

49-61 Stephen Road, Banksmeadow

Prepared for
ESR Australia
12 December 2024

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Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

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Executive Summary

This Engagement Outcomes Report has been prepared by Urbis Engagement to accompany a detailed State Significant Development Application (**SSDA**) for a three-storey warehouse and distribution centre development proposal at 49-61 Stephen Road, Banksmeadow. The site is legally described as Lot A in Deposited Plan 190526, Lot 1 Deposited Plan 1095110, and Lot 1 Deposited Plan 311767.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (**SEARs**) issued for the project (**SSD-65924461**).

1. Introduction

This report has been prepared to accompany an SSDA seeking consent for the construction and operation of a three-storey warehouse and distribution centre development at 49-61 Stephen Road, Banksmeadow (**SSD-65924461**).

Specifically, the project comprises:

- Demolition of all existing built form
- Site preparation works, bulk earthworks and infrastructure/service provisions and/or augmentation
- Removal of 90 trees on site
- Extensive remediation of the site
- Construction and operation of two three-storey warehouse and distribution centre buildings including the following key components:
 - Approximately 57,034m² of total GFA comprising:
 - 51,195m² of warehouse area
 - 4,775m² of office area
 - 964m² of lobby space
 - 100m² café.
 - Two warehouse buildings of three storeys containing:
 - Twelve (12) units within Warehouse A (3 levels)
 - Twelve (12) units within Warehouse B (3 levels)
- 243 car spaces provided on the ground floor mezzanine carparking area
- 50 ground floor carpark spaces off Coal Pier Road
- 20 motorbike parking spaces
- End of trip facilities
- Site landscaping works totalling 5,327m² (11.06% of the site), and
- 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 30 January 2023 and issued for the SSDA (**SSD-65924461**).

Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Table 1 Response to SEARs - SSD- 65924461

SEARs item	Project response
Consultation	
During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.	In accordance with NSW Department of Planning, Housing and Infrastructure's (DPHI) expectations around early and effective engagement for state significant projects, an approach was prepared and implemented to ensure ESR delivered an engagement

SEARs item	Project response
<p>In particular you must consult with:</p> <ul style="list-style-type: none"> ▪ Bayside Council ▪ Department of Climate Change, Energy, the Environment and Water, specifically the: <ul style="list-style-type: none"> – Environment Protection Authority ▪ Transport for NSW ▪ Fire & Rescue NSW ▪ Sydney Water ▪ surrounding local landowners, businesses and stakeholders ▪ local and regional community and environmental groups ▪ Local Aboriginal Land Council ▪ Sydney Airport ▪ AirServices Australia ▪ APA Group ▪ Civil Aviation Safety Authority ▪ any other public transport, utilities or community service providers. 	<p>program consistent with DPHI's <i>Undertaking Engagement Guidelines State Significant Projects</i>.</p> <p>Refer to Section 2 of this document for a detailed overview of the approach.</p>

1.1. The site

The subject site is located at 49-61 Stephen Road, Banksmeadow, within the Bayside local government area (**LGA**). The site is legally described as Lot A in Deposited Plan 190526, Lot 1 Deposited Plan 1095110, and Lot 1 Deposited Plan 311767.

The site is located in the Banksmeadow Industrial Precinct, approximately 10km from Sydney CBD, 1.5 kilometres from Port Botany and 3km from Sydney Airport. The site is surrounded predominantly by a mix of industrial and warehouse and distribution uses to the north, east and south, and residential land uses to the west. The site is located in close proximity to existing employment and industrial areas including the Botany Port and Sydney Domestic and International Airports.

The site has been developed and currently accommodates the Allnex Resins manufacturing site. The site presents a two-storey office building towards the Stephen Road frontage, with 20 warehouse and ancillary use buildings as well as numerous chemical storage tanks.

Due to the existing and current use of the site and the handling and manufacturing of chemical products, the site is considered contaminated and is subject to Environmental Protection Agency (EPA) notification. As part of site contamination management, a stormwater retention/remediation treatment pond is located along the Coal Pier Road frontage along the eastern boundary.

Existing planted vegetation is located along the site's boundaries predominately along the western and northern setback areas assisting in screening the development from Stephen Road and the Southgate Industrial Estate development to the north. A cleared grassed area is located to the rear of the site beside a stormwater retention and treatment pond.

Figure 1 Aerial image of site



2. Community and stakeholder engagement approach

This section outlines the engagement activities delivered 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 Department of Planning, Housing and Infrastructure's (DPHI) *Undertaking Engagement Guidelines for State Significant Projects*.

2.1. Purpose of engagement

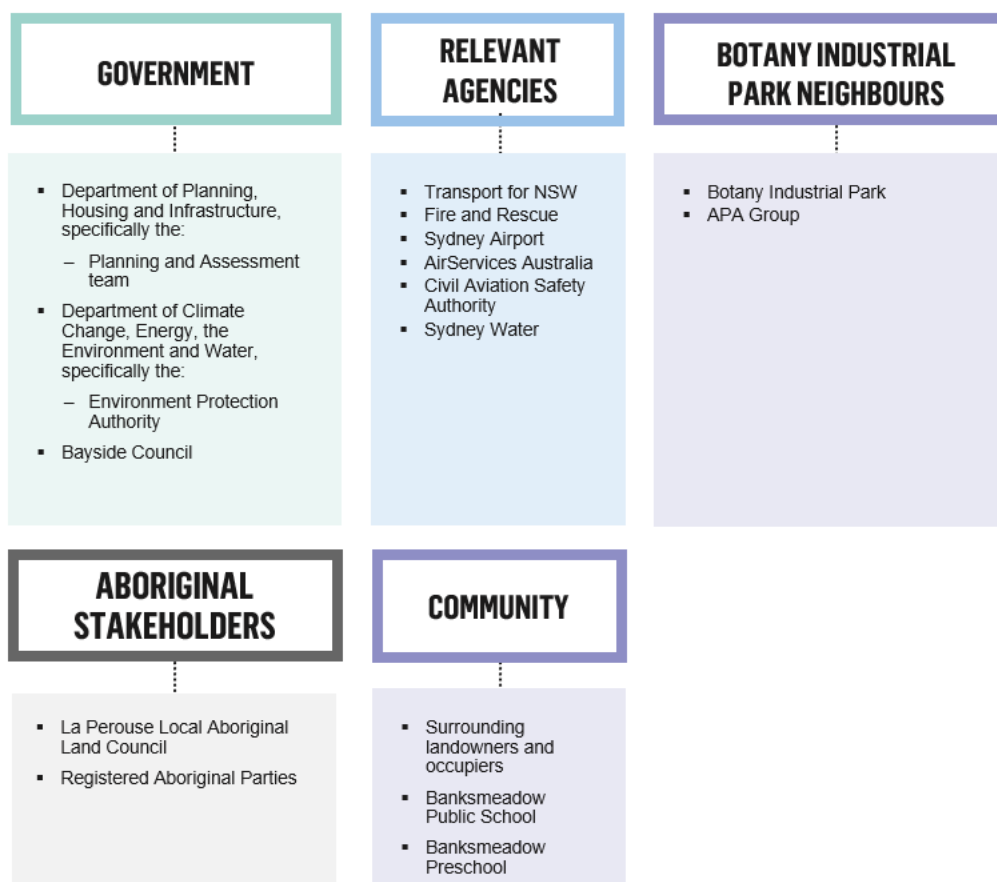
The stakeholder and community engagement process aimed to:

- Provide clear, consistent and simple messaging about the project (including its potential benefits and impacts).
- Collate feedback to inform the planning and development of the project.
- Provide a range of mechanisms for residents to ask questions and provide feedback.

2.2. Stakeholders

Figure 2 below outlines the stakeholders that are included in the SEARs: specifically, Bayside Council, DPHI, relevant agencies, Aboriginal stakeholders and the community. Stakeholders have been separated into four categories.

Figure 2 Stakeholders



2.2.1. Government stakeholders

Urbis Planning, ESR and Douglas Partners were responsible for consulting with Government stakeholders.

Included in this category are DPHI's Planning and Assessment team, the Department of Climate Change, Energy, the Environment and Water (DCCEEWS) Environmental Protection Authority team, and Bayside Council.

2.2.2. Relevant agencies

ESR and its appointed technical consultants were responsible for engagement with relevant agencies. Engagement with agencies sought to determine potential impacts of the proposal to agencies' infrastructure and services.

Included in this category is Transport for NSW, Botany Industrial Park, APA Group, Fire and Rescue, Sydney Airport, AirServices Australia, Civil Aviation Safety Authority and Sydney Water.

2.2.3. Aboriginal stakeholders

Umwelt was responsible for engaging with the La Perouse Local Aboriginal Land Council and Registered Aboriginal Parties.

Umwelt engaged with local Aboriginal knowledge holders to determine the cultural significance of objects and/or places on and surrounding the site, and appropriate mitigation measures.

2.2.4. Community

Urbis Engagement was responsible for engagement with the community.

As described in DPHI'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** was identified due to their proximity to the site and/or likely impact or interest during construction and operation.

For community stakeholders, potential impacts and interest in the proposal included:

- Noise during construction and 24/7 operation,
- Local traffic impacts during construction and operation,
- Site remediation,
- Visual amenity impacts.

Figure 3 The site and surrounding community



3. Engagement activities



This section outlines the activities that were implemented during the engagement process.



Consistent with DPHI's *Undertaking Engagement Guidelines for State Significant Projects*, the approach to engagement was proportionate to the context, scale and impact of the project. Engagement activities for the community and other key project stakeholders are outlined below.

3.1. Engagement activity types

Engagement activities throughout the consultation process included:

Table 2 Engagement activities

Engagement activities	Target stakeholder	Reach
 COMMUNITY NEWSLETTER	All community stakeholders	<p>On Saturday 2 November, a newsletter was distributed to approximately 1,804 residents and 255 businesses surrounding the site.</p> <p>The community newsletter included an overview of the proposal and invited the community to provide feedback, including a link to an online survey to inform the Social Impact Assessment (SIA) for the proposal.</p> <p>A copy of the newsletter has been included in Appendix A of this report and the distribution area has been included in Appendix B.</p>
 DOOR KNOCK	Near neighbours	<p>On Monday 11 November, a door knock of near neighbours was conducted by two Urbis Engagement representatives.</p> <p>The door knock allowed members of the project team to speak with neighbours closest to the site about the proposal, answer their questions and record their feedback.</p> <p>Over 25 houses were reached, with nine community members providing in-depth feedback on the proposal.</p> <p>'Sorry We Missed You Cards' were left at residences where no one was home or did not answer the door. These cards listed the dedicated 1800 number and email address.</p>

Engagement activities	Target stakeholder	Reach
 <p>ENQUIRY MANAGEMENT</p>	All stakeholders	<p>Urbis Engagement managed a dedicated 1800 number and email address throughout the engagement period to manage enquiries and feedback from the community.</p> <p>Urbis Engagement emailed two local residents to provide further information to address concerns raised during the doorknock.</p> <p>At the time of writing this report, no responses or other email enquiries or feedback have been received.</p> <p>One phone call has been received through the 1800 number, enquiring about job opportunities for construction of the proposal.</p>
 <p>SOCIAL IMPACT SURVEY</p>	All community stakeholders	<p>From 2 to 16 November 2024, Urbis Social Planning has been collecting feedback from the community through an online survey, to inform the Social Impact Assessment (SIA) for the project.</p> <p>Nine responses were received. A summary of the feedback received can be found in Section 4 below, with detailed analysis provided in the SIA.</p>

4. Key themes of community feedback

4.1. Traffic and parking

Several community members raised concerns about the movement of trucks and other vehicles worsening traffic flow and crowding local road networks.

Specific concerns raised included the following:

- The transition of shift workers bumping in and out.
- How use of onsite parking will be enforced (to limit impacts to local parking for residents).
- Support for vehicle entry and exit points via Coal Pier Road rather than Stephen Road.
- Increased traffic with the influx of new trucks and construction vehicles, including potential impacts on safety of children and residents.
- Movement of trucks and construction vehicles potentially damaging residents' vehicles parked on Stephen Road and other residential property.
- Trucks and construction vehicles violating the local speed limit and disregarding local traffic conditions.

"People go more than 50 [km/hr] on this road it's dangerous"

"Our cars have been hit twice by trucks; we are not supportive of the proposal"

"Parking is bad, especially when workers are changing shifts"

"As long as they go down Coal Pier Road, I'm happy"

4.2. Site Remediation

Many community members expressed concerns over the site remediation process and in particular, removal of asbestos and hazardous materials. Several residents believe this presents a potential safety risk to the community and referenced the experience with remediation at a site in Pagewood.

Specific concerns raised included:

- Desire for more details about ESR's approach for remediation works, including how residents' health and safety will be protected; and the type of goods that will be stored within the site once operational
- Ensuring the local school has been informed about the proposal.

[referencing another project] "The soil was so bad it had to be air lifted out"

"How will they contain asbestos and cancer-causing chemicals?"

[referencing another project] "I had to pull my daughter out of [the local school] because the chemicals were so bad"

"I've had people in my family die from asbestos poisoning"

4.3. Potential Noise impacts

A number of residents raised concerns about potential noise impacts during construction and 24/7 operation. When discussing construction, residents expressed that the noise of trucks, vehicles and machinery would be particularly impactful. With regards to operation, several community members were against the proposed 24/7 operating hours. They expressed that 24/7 operation was unnecessary and unfair to local residents.

Community members raised concerns about:

- The proposed 24/7 operating hours and operation on weekends
- Potential noise at night and on the weekends
- Potential noise from trucks and construction vehicles, machinery and building works.

"24/7 operation is ridiculous"

"The noise factor is bad"

"I'm not happy with 24/7 operations"

"Will we hear the cars?"

4.4. Visual impacts and landscaping

Some community members expressed a positive sentiment towards the proposed look and feel of the warehouse, noting the design is an improvement on the existing building on the proposal site. A few community members wanted the existing trees to remain as it provides a nice frontage and visual buffer; and wanted to see the landscaping approach include planting of mature trees.

Specific issues raised included:

- Support for the proposed look and feel of the buildings.
- Ensuring mature trees are included in the final proposed landscaping.
- Concerns regarding:
 - Tree removal which would contribute to general lack of greenery in the area.
 - Height of the proposal impacting solar access for residents, particularly in the morning.

"It looks nice, I hope it stays like that"

"I think it will look better than the other warehouse"

"We planted those trees at the fence to make it look nicer, will they be removed?"

"Are you taking trees down?"

4.5. SIA Survey outcomes

Urbis' Community Planning team conducted an online community survey between 2 November and 16 November 2024. The objective was to gather insights from key stakeholders about how the proposal may impact them and the local area, including in identifying positive and negative impacts, and potential mitigation or enhancement measures.

Survey responses have informed the SIA submitted as part of the EIS.

A link to the survey was included in the community newsletter distributed on 2 November 2024. The survey was completed by 9 stakeholders.

A summary of the feedback received included:

- Traffic and congestion
- Noise impacts
- Air pollution
- 24-hour operation

Detailed analysis of the survey results is included in the SIA.

5. Issues raised

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

Table 2 Stakeholder matrix

Stakeholder	How this group was consulted	Feedback	Project response
Government stakeholders			
Department of Planning, Housing and Infrastructure: <ul style="list-style-type: none"> Planning and assessment team 	<p>On 20 November 2023, Urbis Planning contacted DPHI and provided a summary of the proposal and the scoping report.</p> <p>On 5 December 2023, representatives from Urbis Planning and ESR met with DPHI's Planning and Assessment team to discuss and seek feedback on the proposal.</p> <p>On 12 December 2023, DPHI emailed Urbis Planning and ESR with feedback on the scoping report.</p>	<p>Risks associated with Botany Industrial Park (BIP)</p> <p>DPHI requested ESR address in the EIS any risks associated with the proposed location of the site being within BIP, specifically being amongst potentially hazardous facilities.</p>	<p>Risks associated with Botany Industrial Park (BIP)</p> <p>Urbis Planning and ESR have assessed the potential risks of the proposed site location. The assessment is included a Hazard BIP Risk report, submitted as part of the EIS.</p> <p>The risk of operating within the BIP is well-below the criteria set by DPHI in its Hazardous Industry Planning Advisory Paper – 10 (HIPAP10). This is largely due to the Qenos Botany Manufacturing Facility (a large plant manufacturer of hazardous materials like ethylene) ceasing its operations.</p> <p>Qenos shutting down significantly lowers any potential risks associated with operating within the BIP, particularly for future</p>

Stakeholder	How this group was consulted	Feedback	Project response
Bayside Council	<p>On 20 December 2022, representatives from Urbis Planning and ESR held a pre-acquisition meeting with Council to discuss the proposal.</p> <p>On 28 September 2023, representatives from Urbis Planning and ESR held a preliminary pre-DA meeting with Council to introduce the proposal and discuss key assessment issues.</p>		employees working at the site. For these reasons, no additional assessment is required.
		Urban design DPHI requested that concept renders/elevations to be included in the EIS submission.	Urban design Concept renders and elevations have been prepared and included in the EIS submission.
		Tree removal Council requested that the existing trees onsite are to be identified in an Arborist report and retained if possible.	Tree removal Established Eucalyptus trees along Stephen Road will be retained to ensure screening of the building from day one. A maintenance plan has been proposed within the Landscaping Report submitted as part of the EIS. The report specifies that any trees or plants that die, fail to thrive or are damaged or stolen will be replaced. Plans for retaining trees have also been captured in the Landscaping report.
		Connecting with Country Council requested that the proposal demonstrates how	Connecting with Country Noted.

Stakeholder	How this group was consulted	Feedback	Project response
		connecting with Country has informed the design.	
		<p>Residential interface</p> <p>Council's primary concern is the interface between the proposal and residential properties along Stephen Road.</p> <p>Specific issues raised included:</p> <ul style="list-style-type: none"> ▪ Support for providing a landscaping setback of 9 metres. ▪ Ensuring truck access is not provided along Stephen Road. ▪ Impact of height of buildings on visual amenity of surrounding areas and neighbouring properties. Council suggested use of landscape buffers for the proposal. 	<p>Residential Interface</p> <p>As identified in the Landscaping Report and the Visual Impact Assessment submitted as part of the EIS, a combination of landscape and architectural treatments have been proposed to address potential visual impacts, with particular focus on views towards the development from adjacent residential areas.</p> <p>The Stephen Road-facing portion of the site will be fully enclosed and provide an attractive façade. This enclosed design, combined with the location of parking in the middle of the site, will also ensure there is no light spill onto Stephen Road from vehicle movements during operation.</p> <p>Other measures to minimise potential visual impacts of the Stephen Road-facing portion of the site include:</p>

Stakeholder	How this group was consulted	Feedback	Project response
			<ul style="list-style-type: none"> A tiered design of the upper levels of the warehouse to minimise potential overshadowing. Landscaping to provide natural screening. A large landscape setback is provided along the western (Stephen Rd) side boundary. This will allow canopy tree planting to soften the bulk and scale of the built form. <p>All truck movements to/from the site will be via Coal Pier Road, which provides access to all three warehouses across three levels.</p>
		<p>Botany Industrial Park (BIP) Risks</p> <p>Council raised concerns related to the risks associated with the proposed location of the site within the Botany Industrial Park, specifically being amongst potentially hazardous materials and dangerous goods.</p> <p>Council also noted that the proposal will feature less</p>	<p>Botany Industrial Park (BIP) Risks</p> <p>Urbis Planning and ESR have assessed the potential risks of the proposed site location. The assessment is included a Hazard BIP Risk report, submitted as part of the EIS.</p> <p>The risk of operating within the BIP is well-below the criteria set by DPHI in its Hazardous Industry</p>

Stakeholder	How this group was consulted	Feedback	Project response
		employee-intensive uses and capitalises on the site, which is a better use compared to more employee-intensive uses such as manufacturing.	<p>Planning Advisory Paper – 10 (HIPAP10). This is largely due to the Qenos Botany Manufacturing Facility (a large plant manufacturer of hazardous materials like ethylene) ceasing its operations.</p> <p>Qenos shutting down significantly lowers any potential risks associated with operating within the BIP, particularly for future employees working at the site.</p>
		<p>Vehicle access and movement</p> <p>Council noted:</p> <ul style="list-style-type: none"> Coal Pier Road is highly industrialised and where the industrial activity should be focused. The proposed traffic management approach will be referred to Council's local traffic committee. The Committee will want to know the route the trucks will be undertaking, including whether there is a dangerous goods route on Stephen Road. 	<p>Vehicle access and movement</p> <p>All truck access to and from the proposal site will be contained on Coal Pier Road. There will be no access via Stephen Road. The entrance from Coal Pier Road provides access to all three warehouses across three levels.</p> <p>The EIS includes a Traffic Impact Assessment (TIA).</p> <p>Traffic modelling included in the TIA indicates that all intersections will continue to operate satisfactorily, with the proposal expected to</p>

Stakeholder	How this group was consulted	Feedback	Project response
		<ul style="list-style-type: none"> A number of existing intersections, including at Baker Street, are failing. Each time new developments generate significant truck movements; they contribute to these existing issues. Due to the number of intersections that are failing or close to failing, it may be necessary to enter into a VPA or a similar agreement, depending on the impact of the development. 	<p>cause a very minor increase in delay across all key intersections.</p> <p>As such, no infrastructure upgrades or signal timing adjustments are considered necessary to facilitate the proposal.</p>
		<p>Obstacle Limitation Surface (OLS) height</p> <p>A referral will need to be made to Sydney Airport and CASA (Civil Aviation Safety Authority) due to the proximity of the proposal to Sydney Airports.</p> <p>ESR will need to ensure the building height is within the OLS limits. If the height exceeds the OLS, further correspondence with Sydney Airport will be required</p>	<p>Obstacle Limitation Surface (OLS) height</p> <p>The proposal design is not protruding into the OLS. ESR will engage CASA should any referral be required at a later stage in the proposal, including construction.</p>

Stakeholder	How this group was consulted	Feedback	Project response
		Design excellence Council noted that the site is not outlined within the Design Excellence Map. Council suggested a pre-DA meeting with the Council Panel to incorporate suggestions into the final design.	Design excellence ESR has progressed with a design excellence process to ensure a suitable and well-executed development that satisfies Council and DPHI. The approach to design and design excellence is included in the Urban Design report of the EIS.
		DCP Council believes there are no significant changes required for this type of development or this area in the DCP.	DCP Noted.
		Vehicle access and manoeuvrability Council noted it has come across issues with upper levels of other warehouse developments regarding vehicle manoeuvrability, including the need to use internal spaces of warehouses for turning circles.	Vehicle access and manoeuvrability The proposal includes fully enclosed turning circles which has considered the size and nature of the trucks likely to use the site and meet the relevant design and safety requirements. All heavy vehicles will enter and exit the site via Coal Pier Road, and travel through the site using an

Stakeholder	How this group was consulted	Feedback	Project response
		<p>Feedback provided to other developments included concerns about building bulk.</p> <p>The use of an external "donut" design for truck turning circles and access are not considered a good design approach.</p>	<p>internal road, to the vehicle access ramps.</p> <p>The Stephen Road-facing portion of the site will be fully enclosed and provide an attractive façade.</p> <p>A combination of landscape and architectural treatments have been proposed to minimise potential visual impacts with particular focus on views towards the development from adjacent residential areas.</p>
		<p>Building bulk</p> <p>Council noted a desire to move away from concrete and Colorbond 'box' designs for warehouses in the LGA and noted that the massing of the proposal is a concern.</p> <p>Council suggested use of high-end materials, interesting glazing, and architectural elements to create visual interest.</p>	<p>Building bulk</p> <p>The EIS includes a Visual Impact Assessment (VIA) to assess potential visual amenity impacts on neighbouring residential dwellings.</p> <p>A combination of landscape and architectural treatments have been proposed to address potential visual impacts with particular focus on views towards the development from adjacent residential areas.</p> <p>The design includes articulation within the building to break up large expanses of the warehousing; and a tiered design of the upper levels</p>

Stakeholder	How this group was consulted	Feedback	Project response
			<p>of the warehouse to minimise bulk and potential overshadowing.</p> <p>The proposal uses high-quality materials and architectural design to further minimise potential visual impacts for residential neighbours. A large landscape setback is provided along the western (Stephen Rd) side boundary. This will allow canopy tree planting to soften the bulk and scale of the built form.</p>
		<p>Other</p> <p>Council noted that it is satisfied that the current proposal does not require excavation on the site and will utilise fill.</p>	<p>Other</p> <p>Noted.</p>
<p>Department of Climate Change, Energy, the Environment and Water (DCCEW), specifically the:</p> <ul style="list-style-type: none">Environment Protection Authority	<p>ESR did not deem it necessary to make contact with DCCEEW in preparing the EIS.</p>		
<p>Botany Industrial Park Neighbours</p>			

Stakeholder	How this group was consulted	Feedback	Project response
APA Group	On Wednesday 13 November 2024, Urbis Engagement emailed APA Group to provide an overview of the proposal including how to provide feedback.	To date, no response from APA Group has been received.	ESR will continue to update the APA Group as required by the project.
Relevant agencies			
Transport for NSW	Traffic consultants, Traffix, did not deem it necessary to make contact with Transport for NSW in preparing the EIS.		
Fire and Rescue	Fire engineering consultants, Affinity Fire Engineering, did not deem it necessary to make contact with Fire and Rescue NSW in preparing the EIS.		
Sydney Airport	Aeronautical impact assessment consultants, Avlaw, did not deem it necessary to make contact with Sydney Airport in preparing the EIS.		
AirServices Australia	Aeronautical impact assessment consultants, Avlaw, did not deem it necessary to make contact with Sydney Airport in preparing the EIS.		
Civil Aviation Safety Authority (CASA)	Aeronautical impact assessment consultants, Avlaw, did not deem it necessary to make contact with Sydney Airport in preparing the EIS.		
Sydney Water	Civil engineering and infrastructure consultants, Costin Roe, did not deem it necessary to make contact with Sydney Water in preparing the EIS.		
Aboriginal stakeholders			
▪ La Perouse Local Aboriginal Land Council	Environmental and Social Consultants Umwelt prepared an Aboriginal Cultural Heritage Assessment Report (ACHAR)	The ACHAR found that no new or previously recorded Aboriginal objects and/or sites were identified within the project area; and	ESR will continue to keep La Perouse Local Aboriginal Land

Stakeholder	How this group was consulted	Feedback	Project response
<ul style="list-style-type: none"> Registered Aboriginal Parties (RAP) 	<p>assessment to identify any potential impacts of the proposal on Aboriginal cultural heritage.</p> <p>Details of the consultation undertaken, and its outcomes are included in the ACHAR, submitted as part of the EIS.</p>	<p>cultural heritage values are not likely to be impacted in the undertaking of the project.</p> <p>Details of the consultation undertaken, and its outcomes are included in the ACHAR, submitted as part of the EIS.</p>	<p>Council and RAPs informed as planning progresses.</p>
Community stakeholders			
<ul style="list-style-type: none"> Surrounding landowners and occupiers 	<p>On Saturday 2 November 2024, a newsletter was distributed to approximately 1804 residents and 255 businesses surrounding the site.</p> <p>The community newsletter included an overview of the proposal and invited the community to provide feedback.</p> <p>On Monday 11 November, a door knock was conducted by two representatives from Urbis Engagement. Over 25 houses were reached, with 9 community members providing in-depth feedback on the proposal.</p>	<p>Traffic, access and parking</p> <p>Concerns raised included:</p> <ul style="list-style-type: none"> Potential impact of increased truck and vehicle movements on local traffic flow and road congestion. The proposal will exacerbate existing lack of street parking available to residents. Use of onsite staff parking will not be enforced, impacting on street parking for residents and visitors. Increase vehicle movements as a result of the proposal will 	<p>Traffic, and parking</p> <p>The EIS includes a Traffic Impact Assessment (TIA).</p> <p>All truck movements are to be contained on Coal Pier Road, which provides access to all three warehouses across three levels.</p> <p>An 86 additional vehicle trips per hour are expected during the AM peak and 116 trips per hour in the PM peak.</p> <p>The development proposes a total of 293 onsite car parking spaces to minimise impacts on local roads. The number of proposed spaces is</p>

Stakeholder	How this group was consulted	Feedback	Project response
	Throughout the duration of the project, Urbis Engagement managed a 1800 number and email address for feedback and project enquiries.	potentially impact pedestrian safety.	compliant with the parking requirements of Council's DCP.
		<p>Visual impacts</p> <p>Community members generally expressed positive sentiment towards the look and feel of the new warehouse, noting that it appears more visually appealing than the existing building.</p> <p>A few community members expressed the importance of retaining the existing trees, noting the greenery provides a nice frontage and visual buffer; and the importance of using mature trees as part of the final landscaping.</p>	<p>Visual impacts</p> <p>The EIS includes a Visual Impact Assessment (VIA) to assess the potential visual amenity impacts of the proposal on neighbouring residential dwellings and propose mitigation measures.</p> <p>The proposal uses a combination of landscape and architectural treatments to minimise visual impacts with particular focus on views towards the development from adjacent residential areas.</p> <p>The proposal includes canopy trees on along Stephen Road, which will be of similar height to the existing trees on Stephen Road. All existing street trees are to be retained including large indigenous canopy. Trees, shrubs and groundcovers will be planted within the 10m wide front setback to create a dense visual screen.</p>

Stakeholder	How this group was consulted	Feedback	Project response
			<p>The Stephen Road-facing portion of the site will be fully enclosed to minimise potential visual impacts.</p> <p>The proposal also uses a tiered design of the upper levels of the warehouse to minimise potential overshadowing.</p> <p>A copy of the VIA and Landscaping Report is included as part of in the EIS.</p>
		<p>Noise impacts</p> <p>Residents raised a number of concerns regarding potential noise impacts during construction and operation of the proposal including:</p> <ul style="list-style-type: none"> Noise from trucks, vehicles, and machinery. Concern regarding the proposed 24/7 operating hours, citing noise disturbances at night and on weekends as a major concern. Residents expressed they felt that continuous operation was unnecessary. 	<p>Noise impacts</p> <p>ESR has prepared a Noise and Vibration Impact Assessment as part of the EIS.</p> <p>To help inform this assessment, ESR undertook noise monitoring to establish baseline background noise levels. The assessments established site-specific criteria, including at different times of the day.</p> <p>The Noise and Vibration Impact Assessment proposes mitigation measures to minimise potential noise impacts on residences. These measures are outlined within</p>

Stakeholder	How this group was consulted	Feedback	Project response
			the Noise and Vibration Assessment.
		Site remediation Several community members expressed concerns regarding site remediation to enable the proposal, specifically: <ul style="list-style-type: none"> ▪ Potential safety and health risks for residents associated with the removal of asbestos and other chemicals. ▪ One community member referenced the mishandling of hazardous materials associated with remediation of a site in Pagewood, stating that ESR must take stronger precautions to avoid endangering residents. 	Site remediation ESR conducted a contamination investigation of the site to inform remediation approaches. ESR is remediating the site in a manner that supports its ongoing industrial use. As the current tenant has already completed a program of progressively removing asbestos building materials from the existing buildings, asbestos removal from the site, if required, is expected to be minimal. ESR will implement several measures to contain any hazardous chemicals, including covering impacted soils with fabric or plastic, limiting the height of any stockpiles to below the level of Stephen Road, and using dust suppressants (and odour suppressants if necessary). ESR will also implement a monitoring program to check the effectiveness of these mitigation

Stakeholder	How this group was consulted	Feedback	Project response
			<p>measures, including monitoring at the property boundaries.</p> <p>Removal of contaminated soils from the site is not proposed or anticipated. If any soils were to be removed, it would be for disposal at an appropriately licensed landfill and would involve a small volume.</p> <p>A copy of this assessment is included in the EIS.</p>
Banksmeadow Public School and Preschool	On Monday 11 November 2024, Urbis Engagement emailed Banksmeadow Public School to provide an overview of the proposal including how to provide feedback.	To date, no response from Banksmeadow Public School has been received.	ESR will continue to update the Banksmeadow Public School as required by the project.

6. Future community and stakeholder engagement

ESR welcomes feedback on the proposal. ESR will continue to keep stakeholders, and the community informed through the exhibition and determination phases by:

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

7. Disclaimer

This report is dated 12 December 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 Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of ESR Australia (**Instructing Party**) for the purpose of Engagement Outcomes 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

PROPOSED WAREHOUSE AND DISTRIBUTION CENTRE

49-61 STEPHEN ROAD, BANKSMEADOW

November 2024

ESR Australia is the new owner of 49-61 Stephen Road, Banksmeadow (see map over the page). As one of our neighbours, we wanted to notify you of our plans for the future of our site.

We are developing a State Significant Development Application (SSDA) for a new warehouse and distribution centre on the site. We are planning to lodge the SSDA with the Department of Planning, Housing and Infrastructure (DPHI) in late 2024.

This newsletter provides an overview of the proposal, including next steps and how you can provide feedback.

ABOUT THE PROPOSAL

ESR's proposal for a new warehouse and distribution centre at 49-61 Stephen Road, Banksmeadow includes:

- Demolition of existing buildings onsite and site preparation works
- Extensive remediation to ensure the site is safe and suitable for development and ongoing use. No dangerous goods would be transported to/from or stored on the new site
- Construction and operation of two 3-storey warehouse and distribution buildings, with office space. The site would operate 24 hours a day, seven days a week
- 327 onsite car parking spaces, located in the middle of the site
- Landscaping and a publicly accessible café.

WHY A WAREHOUSE AND DISTRIBUTION CENTRE?



If approved, the proposal is expected to generate 855 local jobs in the warehousing and distribution sector during operation and 695 jobs during construction.



Multi-storey warehouses located in metropolitan areas provide an innovative approach to warehousing design by ensuring efficient use of available space. They keep essential goods and services close to metropolitan communities, reducing travel requirements and associated environmental impacts.



Located in the Botany Industrial Area, the site is well connected to national and international transport networks, including major freight rail and road corridors.



Artist's impression of the proposal
(view from Stephen Road) - indicative only



CONSIDERING OUR NEIGHBOURS

Design and operation of the proposal will consider our residential and commercial neighbours. As part of the proposal, ESR is preparing an Environmental Impact Statement (EIS) that will assess all potential impacts including traffic, noise, visual amenity and air quality; and identify appropriate mitigation measures.

Should the proposal be approved, we will also prepare construction management plans to identify and mitigate any potential impacts during construction. This includes traffic, noise and waste management plans. These plans will need to be approved by DPHI before work can begin.

If approved, construction is likely to begin in 2028 and be completed in 2031. We will notify our neighbours before any construction commences on site.

ESR will also develop and implement an Operational Management Plan which will outline how we will manage the site, including minimising impacts of the site's 24/7 operations on our neighbours.



TRAFFIC

The proposal includes a number of measures to minimise potential traffic impacts for local streets, including:

- No heavy vehicle access from Stephen Road during construction and operation. All heavy vehicles will enter and exit the site via Coal Pier Road, and travel through the site using an internal road, to the vehicle access ramps. Only private vehicles will enter and exit the site from Stephen Road
- Ensuring adequate onsite parking (327 spaces) to minimise parking on surrounding streets.



ENVIRONMENTAL MANAGEMENT

If the proposal is approved, the first step in delivery would be significant remediation of the site which was previously used for chemical manufacturing. This will result in a cleaner site and enable safer ongoing operations.

Once operational, the site would be used to store and support distribution of goods which may include food, clothing, home appliances, building supplies or automobile parts. Detail of users will be confirmed at a later date. There would be no dangerous goods transported to/from or stored on the new site.

All demolition, construction and operational waste will be reused or recycled where possible.



VISUAL IMPACTS

The Stephen Road-facing portion of the site will be fully enclosed and provide an attractive façade. This enclosed design, combined with the location of parking in the middle of the site, will also ensure there is no light spill onto Stephen Road from vehicle movements during operation.

Other measures to minimise potential visual impacts of the Stephen Road-facing portion of the site include:

- A tiered design of the upper levels of the warehouse to minimise potential overshadowing
- Landscaping to provide natural screening.

NEXT STEPS

ESR is seeking planning approval to construct and operate the new warehouse and distribution centre from DPHI through the State Significant Development Application process:



SOCIAL IMPACT ASSESSMENT ONLINE SURVEY

A Social Impact Assessment (SIA) is being prepared by Urbis as part of the proposal.

To inform the SIA, we are seeking feedback from the community to better understand the needs of the local area, identify potential positive or negative social impacts of the proposal, and recommend appropriate enhancement and management measures.

You can provide your feedback by filling in a short online survey.
The survey is open until 5pm, Saturday 16 November 2024.

To access the survey, please scan the QR Code.



FIND OUT MORE AND PROVIDE YOUR FEEDBACK

ESR has commissioned Urbis Engagement to collect your feedback and provide further information about the warehouse and distribution centre proposal for 49-61 Stephen Road, Banksmeadow.

You can reach the team on:

✉ engagement@urbis.com.au

☎ **1800 244 863**

You can also follow the progress of the SSDA on DPHI's Major Projects Portal via this link:

<https://www.planningportal.nsw.gov.au/major-projects/projects/stephen-road-multi-level-warehouse-banksmeadow>



Appendix B Newsletter distribution map

