

49–61 Stephen Road, Banksmeadow

*Engagement Outcomes Report
(SSD–65924461)*

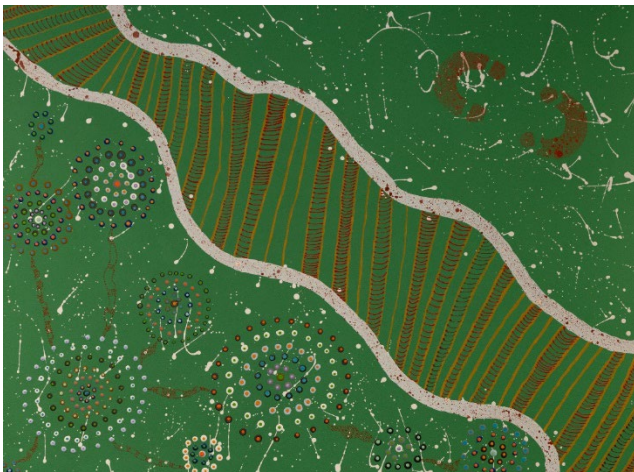
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Project Code P0047066
Report Number Final

Acknowledgment 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.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



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.

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49-61 Stephen Road, Banksmeadow – Engagement Outcomes
Report – March 2026

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Abbreviations

Table 1 Abbreviations

Abbreviation	Definition
DA	Development Application
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
FSR	Floor Space Ratio
IAP2	International Association of Public Participation
LALC	Local Aboriginal Land Council
LGA	Local Government Area
RAPs	Registered Aboriginal Parties
SEARs	Secretary's Environmental Assessment Requirements
SSD	State Significant Development
SSDA	State Significant Development Application

1 Introduction

1 Introduction

This Engagement Outcomes Report has been prepared by Urbis Ltd to accompany a detailed Amending State Significant Development Application (Amending SSDA) for a two-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), the Department of Planning, Housing and Infrastructure's (DPHI's) *Undertaking Engagement Guidelines for State Significant Projects* and The Engagement Institute's Public Participation Spectrum.

1.1 Legislative context

In NSW, the preparation and evaluation of environmental assessments for state significant developments is legislated through the Environmental Planning and Assessment Act 1979 (EP&A Act). The EP&A Act outlines a series of statutory requirements for proponents seeking development approval. The EP&A Act includes specific requirements to provide community members and stakeholders with opportunities to participate in the planning process.

As such, this report has been prepared in line with the following guidelines and requirements:

- The project specific SEARs issued for this project
- DPHI's Undertaking Engagement Guidelines for State Significant Projects (March 2024) (Undertaking Engagement Guidelines)
- DPHI's Community Participation Plan (April 2024)
- The International Association of Public Participation's (IAP2) Public Participation Spectrum.

1.2 Response to Secretary's Environmental Assessment Requirements (SEARs)

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 2 Response to SEARs – 65924461

SEARs item	Project response
Consultation	
In particular you must consult with: ▪ Bayside Council ▪ Department of Climate Change, Energy, the Environment and Water, specifically the: – Environment Protection Authority ▪ Transport for NSW ▪ Fire & Rescue NSW	This document outlines an approach to engagement that is consistent with the Undertaking Engagement Guidelines for State Significant Projects. The outcomes of the consultation approach, including how issues raised and feedback provided have been considered and responded to in the project will be captured in the:

SEARs item	Project response
- 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.	- Engagement Outcomes Report (this document, specifically Section 5) - Environmental Impact Statement.

1.3 Alignment with Undertaking Engagement Guidelines for State Significant Projects

This engagement outcomes report has been prepared in line with DPHI's *Undertaking Engagement Guidelines*, which provide guidance for the effective delivery of engagement to support the development of state significant projects in NSW. The *Undertaking Engagement Guidelines* provides a series of objectives for effective engagement. These community participation objectives are detailed in Table 3. This table also outlines where each objective has been addressed within this report.

Table 3 Community Participation objectives

No.	Objective	Where has this been addressed
1	Identify the people or groups who are interested in or are likely to be affected by the project.	Community and Key stakeholders are detailed in Section 3.
2	Use appropriate engagement techniques. This includes: - considering the accessibility of how information is delivered - the avoidance of technical language and jargon so information can be easily interpreted by the audience - the adoption of non-written forms of engagement, where needed. <i>Appropriate engagement techniques are particularly important when engaging with specific groups, such as Aboriginal and Torres Strait Islander groups, where engagement should be a discrete, planned activity undertaken by and with experienced Indigenous engagement specialists.</i>	For an overview of engagement activities, see Section 4.
3	Ensure the community are provided with safe, respectful and inclusive opportunities to express their views	For an overview of engagement activities, see Section 4
4	Involve the community, councils and government agencies early in the development of the proposal, to enable their views to be considered in project planning and design	For details of the approach to engagement with key stakeholders, such as community, council and

No.	Objective	Where has this been addressed
		government agencies, see Section 4.
5	Be innovative in their engagement approach and tailor engagement activities to suit the: ▪ context (e.g. sensitivity of the site and surrounds) ▪ scale and nature of the project and its impacts ▪ level of interest in the project.	For an overview of the project context, see Section 2. See Section 2.2 for an overview of the project.
6	Provide clear and concise information about what is proposed and the likely impacts for the relevant people or group they are engaging with.	See Section 2.2 for a clear description of the project specifics.
7	Clearly outline how and when the community can be involved in the process.	See Section 4 for details of how community members were invited to participate in the planning process.
8	Make it easy for the community to access information and provide feedback.	
9	Seek to understand issues of concern for all affected people and groups and respond appropriately to those concerns.	For an overview of engagement activities, see Section 4.
10	Provide feedback about how community and stakeholder views were used to shape the project or considered in making decisions.	Community and stakeholder views will be summarised and provided in the Engagement Outcomes Report to be prepared for this project.
11	Be able to demonstrate how the demography of the area affected has been considered in how and what engagement activities have been undertaken.	For the demographic profile of the local area, see Section 3.2.2.

Source: DPHI's Undertaking Engagement Guidelines for State Significant Projects – March 2024

2 Project details

2 Project details

2.1 Project 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 Site aerial



Source: Urbis

2.2 Project description

ESR's SSDA seeks consent for the construction and operation of a two-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.
- Extensive remediation of the site.
- Construction and operation of two two-storey warehouse and distribution centre buildings including the following key components:
 - Approximately 45,896 m² of total GFA comprising:
 - 41,702m² of warehouse area.
 - 4,024m² of office area.
 - Two warehouse buildings of two storeys containing:
 - Six (6) units within Warehouse 1 (2 levels).
 - Four (4) units within Warehouse 2 (2 levels).
- 240 car spaces and 16 motorbike spaces.
- End of trip facilities.
- 4,956.5m² (10.2%) of landscaping.
- Provision of building/business identification signage.

3 Community and stakeholder engagement approach

3 Community and stakeholder engagement approach

This section outlines the engagement activities delivered between February and March 2026 to raise community and stakeholder awareness of, and invite feedback on, ESR’s amended proposal. This follows engagement undertaken between December 2022 to December 2024 on a previous scheme for the site. As such, engagement undertaken in 2026 simultaneously sought to close the feedback loop with the community, demonstrating how feedback received on the previous scheme has been addressed in the current scheme.

This engagement methodology and its outcomes have been informed and are consistent with DPHI’s *Undertaking Engagement Guidelines for State Significant Projects*.

3.1 Engagement objective and approach

The engagement objectives and approach have been informed by the Engagement Institute’s Public Participation spectrum, (Figure 2) and DPHI’s *Community Participation Plan* (Figure 3 and Table 4).

Based on the anticipated level of impact on the surrounding community and stakeholders, the overall objective of engagement was to ‘inform’ and ‘consult’.

Figure 2 IAP2 Public Participation spectrum

	Inform	Consult	Involve	Collaborate	Empower
Goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
Promise	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

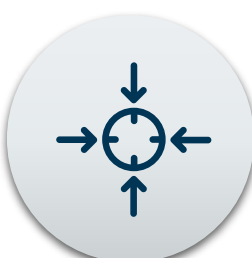
Source: IAP2

In line with DPHI’s *Community Participation Plan*, the approach to engagement was informed by the objectives shown in Figure 3.

Figure 3 DPHI Community Participation Plan Objectives



**Open and
inclusive**



Easy to access



Relevant



Timely



Meaningful

Table 4 Engagement approach and alignment with objectives

Approach	Alignment with objectives
Providing consistent, relevant, jargon-free and up-to-date information on the proposal, impacts, benefits, and the planning report process through accessible, tailored open lines of communication.	  
Identify potential impacts on stakeholders and the community, as well as measures to enhance potential positive impacts and minimise potential negative impacts, through genuine and consistent consultation.	  
Providing methods for monitoring and opportunities for the community to give feedback to help inform the planning process.	 
Responding appropriately and in a timely manner to concerns or questions raised by the community and stakeholders throughout the lifecycle of the project.	   
Facilitating information flow to the project team by establishing working relationships to ensure stakeholder and community views and local knowledge are appropriately incorporated into the design of the project.	 
Managing expectations by closing the feedback loop and sharing how stakeholder and community views influenced the proposal.	  

3.2 Community and stakeholders

Stakeholders are individuals, groups of individuals or organisations that could influence or affect a project. Described in DPHI's *Undertaking Engagement Guideline for State Significant Projects*, the community is anyone (including individuals, community groups, Aboriginal and Torres Strait Islander communities, culturally and linguistically diverse communities, peak bodies or businesses) interested in or likely to be affected by the project.

3.2.1 Stakeholder categories

Stakeholders for this project were categorised by group, as shown in Figure 4. The community stakeholders were identified due to their proximity to the site, potential concerns about the project impacts, and general interest in the project.

Figure 4 Stakeholder categories

Government stakeholders	Relevant agencies	Surrounding community
▪ NSW Department of Planning, Housing and Infrastructure ▪ Bayside Council	▪ NSW Department of Education	▪ Residents identified in Figure 5 ▪ Goodman Property Services

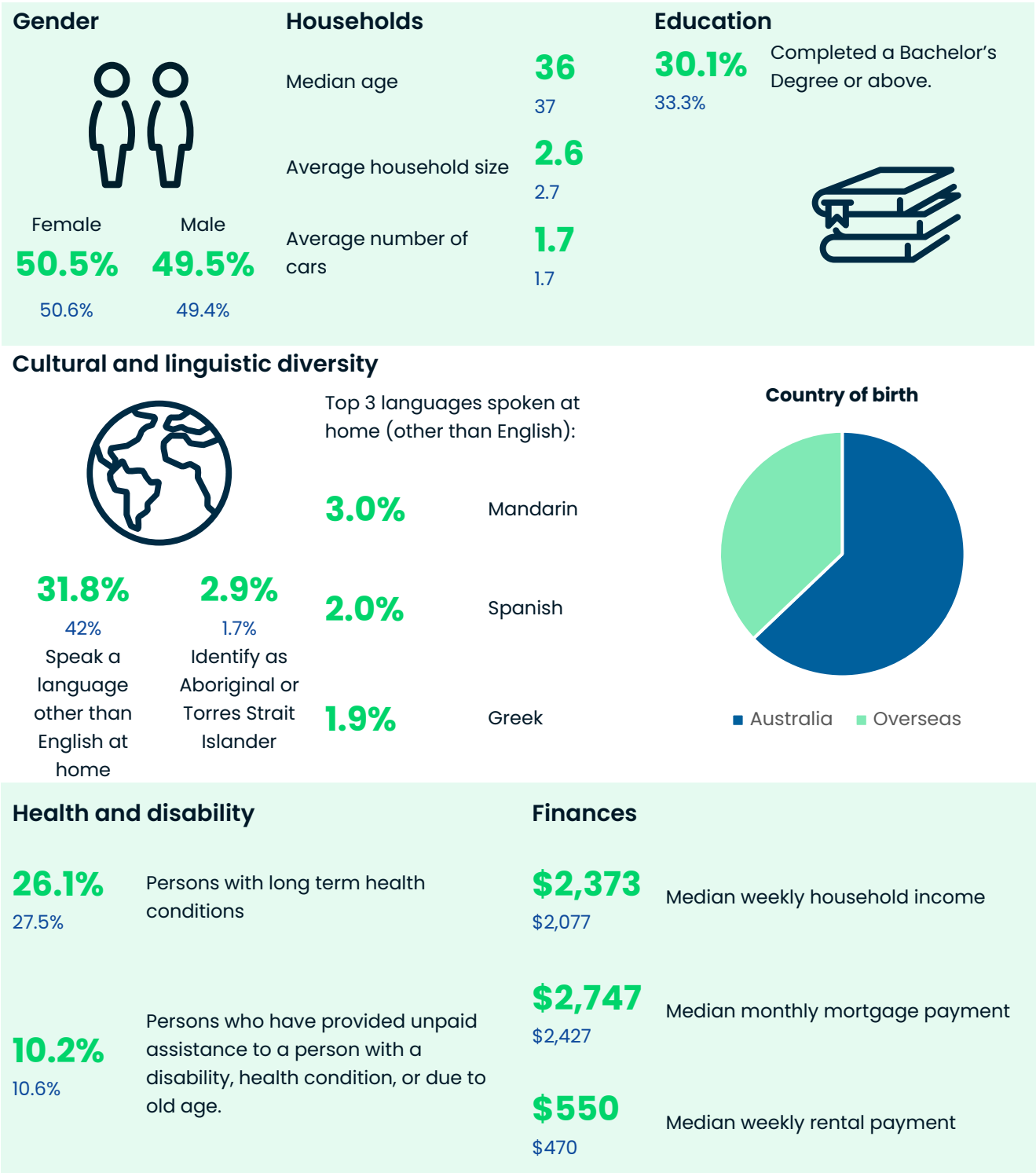
Figure 5 The site and surrounding community



3.2.2 Community profile

This section provides a demographic profile of the local community. This profile has been developed using 2021 Census data for the nearest residential area (SA2 – Botany) and encompasses a range of key indicators. This information was used to shape the engagement strategy. The insights garnered from the demographic snapshot provided in Figure 6 informed the engagement approach by ensuring Urbis provided project information that was clear and easy to understand, and provided flexible engagement options, such as via phone, email and written newsletters.

Figure 6 Community profile



Health and disability

26.1%	Persons with long term health conditions
27.5%	
10.2%	Persons who have provided unpaid assistance to a person with a disability, health condition, or due to old age.
10.6%	

Finances

\$2,373	Median weekly household income
\$2,077	
\$2,747	Median monthly mortgage payment
\$2,427	
\$550	Median weekly rental payment
\$470	

*Greater Sydney Average

	SA2 – Botany
	Greater Sydney Average

4 Engagement activities

4 Engagement activities

This section outlines the engagement activities undertaken during consultation on the current scheme. Consistent with DPHI's *Undertaking Engagement Guidelines for State Significant Projects*, the level and form of engagement were proportionate to the context, scale and potential impacts of the project, as well as the extent of issues already canvassed through earlier consultation.

Engagement activities for the community and other key project stakeholders are outlined below.

Table 5 Engagement activities

Engagement activities		Target stakeholder(s)	Details
	Project newsletter	The community	On 19 February 2026, a project newsletter was distributed to 1,816 properties surrounding the site. This newsletter (see Appendix A) provided an overview of: ▪ The current proposal, including what has changed from the initial proposal ▪ Tailored information addressing identified impacts and areas of interest, informed by community submissions received ▪ How ESR intends to assess and/or minimise these impacts ▪ How the community could make enquiries, request further information and provide feedback. The distribution area of this newsletter can be found in Appendix B.
	Email correspondence	NSW Department of Education Goodman Property Group	On 27 February 2026, ESR and Urbis contacted stakeholders who had made a submission during the 2025 public exhibition, where email addresses were available, to provide an update on the proposal. This included the NSW Department of Education and Goodman Property Group. At the time of writing this report, no response has been received.
	Enquiry lines	The community	Throughout the engagement program, Urbis provided the community and stakeholders with an 1800 number and email address to make enquiries and provide feedback. At the time of writing this report, no community enquiries have been received.

5 What we heard

5 What we heard

This section of the Engagement Outcomes Report provides a detailed summary of issues raised by key stakeholders and community members throughout the engagement process, and the project response to this feedback.

Consultation undertaken as part of the initial proposal is captured in the appendices.

Table 6 Key Stakeholders: Issues raised and project response

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
Government authorities			
NSW Department of Planning, Housing and Infrastructure	Meeting was held with DPHI via Teams on 28 July 2025	- Feedback received from exhibition - Discussion on reduced scale of warehouse to a two-storey scheme - Pathway for adopting reduced design, which was an amended DA pathway	- Bulk and scale were the main concerns raised during exhibition. - The revised scheme significantly reduced the bulk and scale by removing the warehouse. - Further the revised design assists in managing environmental impacts regarding acoustic, air quality and traffic.
Bayside Council	Meeting was held with Bayside Council via Teams on 29 October 2025	- Discussion on tree retention strategy along Stephen Road and the northern boundary - Façade articulation along Stephen Road. Sympathetic treatment to the residential receivers to the west. - Bulk and scale in the context of the surrounding area - Consultation strategy with surrounding landowners	- ESR sought to retain existing trees along Stephen Road by increasing setback and adopting a bulk earthworks strategy to minimise disturbance/ integrity of the trees. Northern boundary trees were retained until approximately the hardstand. The remainder trees to the east could not be retained due to site levels changes across the site. - Additional consideration was placed in façade articulation including

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
			introducing a variety of materials along Stephen Road frontage. ▪ Bulk and scale were significantly reduced by reduction of one warehouse level and removal of mezzanine car park. ▪ Bayside Council provided guidance on how to consult with surrounding landowners, which was adopted in the mailouts to surrounding neighbours.
Relevant agencies			
▪ Department of Climate Change, Energy, the Environment and Water, specifically the: – Environment Protection Authority ▪ Transport for NSW ▪ Fire & Rescue NSW ▪ Sydney Water ▪ Sydney Airport ▪ AirServices Australia ▪ APA Group ▪ Civil Aviation Safety Authority	These agencies did not make a submission on the proposal during public exhibition of the initial proposal and therefore no further consultation was undertaken with these agencies for the revised proposal ESR will be available to respond to agency questions or feedback when the revised proposal is publicly exhibited.		

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
NSW Department of Education Statutory Planning team	On 27 February 2026, Urbis contacted the NSW Department of Education's Statutory Planning team to provide an update on the proposal, outlining what has changed since the team made its submission on the proposal	To date, no response has been received from the NSW Department of Education.	ESR will continue to be available to respond to enquiries from the NSW Department of Education as the planning process progresses.
Surrounding community			
Surrounding residents (identified in Figure 5)	On 19 February 2026, a project newsletter was distributed to 1,816 properties surrounding the site. This newsletter (see Appendix A) provided an overview of: - The current proposal, including what has changed from the initial proposal - Tailored information addressing identified impacts and areas of interest, informed by community submissions received - How ESR intends to assess and/or minimise these impacts - How the community could make enquiries, request further information and provide feedback. The distribution area of this newsletter can be found in Appendix B.	To date, no feedback has been received from the community.	ESR and Urbis continue to be available to respond to enquiries from the community as the planning process progresses.
Goodman Property Services	On 27 February 2026, ESR contacted Goodman Property Services to provide	To date, no response has been received from Goodman Property Services.	ESR will continue to be available to respond to enquiries from Goodman

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
	an update on the proposal, outlining what has changed since it made its submission on the proposal		Property Services as the planning process progresses.

6 **Future community and stakeholder engagement**

6 Future community and stakeholder engagement

ESR Australia will continue to keep stakeholders and the community informed of the project approval process through the exhibition and determination phases by enabling the community to seek clarification about the project through the two-way communication channels.

Disclaimer

This report is dated 1 April 2026 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.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Community newsletter

An update on ESR Australia's proposal for 49–61 Stephen Road, Banksmeadow



February 2026



In November 2024, ESR Australia (ESR) and Urbis informed the community about ESR's State Significant Development Application (SSDA) for a new warehouse and distribution centre at 49–61 Stephen Road, Banksmeadow. The initial application was lodged to the NSW Department of Planning, Housing and Infrastructure (DPHI) in February 2025 and publicly exhibited in March 2025.

Since then, ESR has reviewed community and Council feedback and prepared a revised proposal to address key concerns. This newsletter provides an overview of the updated proposal and how potential impacts will be managed.

ESR intends to lodge its proposal in the coming months. Before this time, ESR encourages the community to contact Urbis with questions or for more information.

What's proposed now?

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

- Demolition of existing buildings, site remediation, and preparation works
- Construction of two 2-storey warehouse buildings housing 10 warehouses, with office space and end-of-trip facilities
- 24/7 operation and storage of every day, non-hazardous goods
- Two staff car parks for each warehouse. One off Stephen Road to support Warehouse 1 totalling 97 spaces. One off Coal Pier Road totalling 121 car spaces
- Retaining restriction of truck access via Coal Pier Road only
- Increased landscaping along Stephen Road

What's changed?

Since lodging the initial proposal, ESR has reduced the bulk and scale of the development in line with Council and community feedback.

Specifically, changes include:

- Reduction of one warehouse level across the site
- Office space split between Stephen Road and Coal Pier Road
- 61 fewer car spaces
- Removal of the on-site due to reduction of bulk and scale café
- Softer building façade treatment along Stephen Road for better integration with the surrounding area
- Increased landscaping and retention of trees along Stephen Road for improved visual screening

Contamination and remediation

ESR is aware that decades of chemical manufacturing have left the site contaminated. The site must be remediated before any new development to ensure safe ongoing operations.

As part of the proposal, a Remediation Action Plan (RAP) has been prepared in line with NSW environmental and safety regulations. The RAP outlines how contamination and remediation will be managed, including:

- Treat, contain, or cap contaminated soils, including asbestos and high lead areas, with protective layers
- Inspect, remove, or manage underground tanks, drains, pits, and hazardous building materials
- Apply special measures to protect groundwater where soils are near or below the water table
- Manage any unexpected contamination during works under established protocols
- Have experts oversee all remediation, with monitoring, validation, and reporting to ensure safety
- Maintain capped areas and manage any remaining contamination through a Long-Term Environmental Management Plan

This remediation will reduce the risk of contaminated soil, dust, and harmful chemicals spreading off-site.

The site will be safer for nearby residents, and any future industrial activities will meet strict environmental and health standards, protecting the community for years to come

Noise

ESR understands neighbours are concerned about noise, particularly at night.

The proposal includes measures to reduce noise impacts, including:

- Locating hardstand areas towards Coal Pier Road and away from Stephen Road
- Using noise walls and sound-absorbing materials around truck access points, loading areas, and warehouse façades
- Locating truck access via Coal Pier Road, away from residential streets
- Monitoring tenant operations through Operational and Noise Management Plans

Next steps

ESR intends to lodge its revised proposal and updated technical studies to DPHI in the coming months.

Once the SSDA is lodged, DPHI will publicly re-exhibit the proposal, allowing the community to make formal submissions.

DPHI will review all documents and submissions before making a decision.

If approved, ESR will prepare construction management plans to address potential impacts, including traffic, noise, and waste. These plans must be approved by DPHI before construction begins.

Construction is likely to start in 2028 and be completed by 2031. ESR has extensive experience managing warehouse and distribution centres in Sydney, including industrial sites near residential areas.

Neighbours will be notified before construction starts, with details on how to provide feedback or lodge complaints.

Find out more and ask questions

ESR has commissioned Urbis 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:

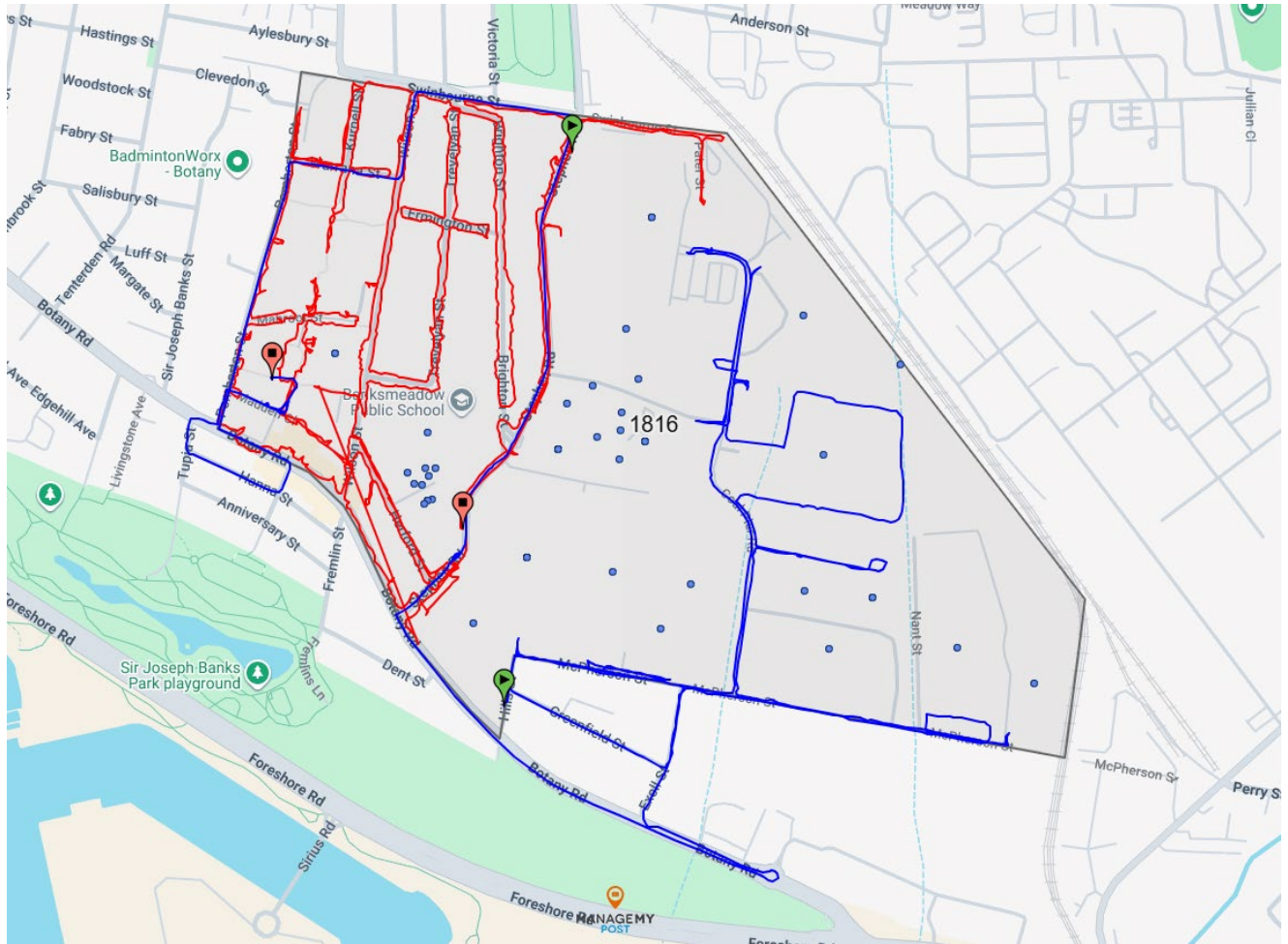
✉ engagement@urbis.com.au

📞 1800 244 863

You can also follow the progress of the SSDA on DPHI's Major Projects Portal – scan the QR code to access the portal.



Distribution record



2025 Engagement Outcomes Report

– What we heard and issues raised

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: Planning and assessment team	On 20 November 2023, Urbis Planning contacted DPHI and provided a summary of the proposal and the scoping report. 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. On 12 December 2023, DPHI emailed Urbis Planning and ESR with feedback on the scoping report.	Risks associated with Botany Industrial Park (BIP) 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.	Risks associated with Botany Industrial Park (BIP) 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. 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. Qenos shutting down significantly lowers any potential risks associated with operating within the BIP, particularly for future

Stakeholder	How this group was consulted	Feedback	Project response
Bayside Council	On 20 December 2022, representatives from Urbis Planning and ESR held a pre-acquisition meeting with Council to discuss the proposal. 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.		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.	
		Residential interface Council's primary concern is the interface between the proposal and residential properties along Stephen Road. Specific issues raised included: ▪ 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.	Residential Interface 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. 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:

Stakeholder	How this group was consulted	Feedback	Project response
			▪ 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. All truck movements to/from the site will be via Coal Pier Road, which provides access to all three warehouses across three levels.
		Botany Industrial Park (BIP) Risks 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. Council also noted that the proposal will feature less	Botany Industrial Park (BIP) Risks 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. The risk of operating within the BIP is well-below the criteria set by DPHI in its Hazardous Industry

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		employee-intensive uses and capitalises on the site, which is a better use compared to more employee-intensive uses such as manufacturing.	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. Qenos shutting down significantly lowers any potential risks associated with operating within the BIP, particularly for future employees working at the site.
		Vehicle access and movement Council noted: - 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.	Vehicle access and movement 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. The EIS includes a Traffic Impact Assessment (TIA). Traffic modelling included in the TIA indicates that all intersections will continue to operate satisfactorily, with the proposal expected to

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		- 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.	cause a very minor increase in delay across all key intersections. As such, no infrastructure upgrades or signal timing adjustments are considered necessary to facilitate the proposal.
		Obstacle Limitation Surface (OLS) height 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. 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	Obstacle Limitation Surface (OLS) height 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.

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		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
		Feedback provided to other developments included concerns about building bulk. The use of an external "donut" design for truck turning circles and access are not considered a good design approach.	internal road, to the vehicle access ramps. The Stephen Road-facing portion of the site will be fully enclosed and provide an attractive façade. 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.
		Building bulk 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. Council suggested use of high-end materials, interesting glazing, and architectural elements to create visual interest.	Building bulk The EIS includes a Visual Impact Assessment (VIA) to assess potential visual amenity impacts on neighbouring residential dwellings. 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. The design includes articulation within the building to break up large expanses of the warehousing; and a tiered design of the upper levels

Stakeholder	How this group was consulted	Feedback	Project response
			of the warehouse to minimise bulk and potential overshadowing. 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.
		Other Council noted that it is satisfied that the current proposal does not require excavation on the site and will utilise fill.	Other Noted.
Department of Climate Change, Energy, the Environment and Water (DCCEW), specifically the: Environment Protection Authority	ESR did not deem it necessary to make contact with DCCEEW in preparing the EIS.		
Botany Industrial Park Neighbours			

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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
Registered Aboriginal Parties (RAP)	assessment to identify any potential impacts of the proposal on Aboriginal cultural heritage. Details of the consultation undertaken, and its outcomes are included in the ACHAR, submitted as part of the EIS.	cultural heritage values are not likely to be impacted in the undertaking of the project. Details of the consultation undertaken, and its outcomes are included in the ACHAR, submitted as part of the EIS.	Council and RAPs informed as planning progresses.
Community stakeholders			
Surrounding landowners and occupiers	On Saturday 2 November 2024, a newsletter was distributed to approximately 1804 residents and 255 businesses surrounding the site. The community newsletter included an overview of the proposal and invited the community to provide feedback. 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.	Traffic, access and parking Concerns raised included: - 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	Traffic, and parking The EIS includes a Traffic Impact Assessment (TIA). All truck movements are to be contained on Coal Pier Road, which provides access to all three warehouses across three levels. An 86 additional vehicle trips per hour are expected during the AM peak and 116 trips per hour in the PM peak. The development proposes a total of 293 onsite car parking spaces to minimise impacts on local roads. The number of proposed spaces is

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. Visual impacts 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. 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.	compliant with the parking requirements of Council's DCP. Visual impacts 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. 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. 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.

Stakeholder	How this group was consulted	Feedback	Project response
			The Stephen Road-facing portion of the site will be fully enclosed to minimise potential visual impacts. The proposal also uses a tiered design of the upper levels of the warehouse to minimise potential overshadowing. A copy of the VIA and Landscaping Report is included as part of in the EIS.
		Noise impacts Residents raised a number of concerns regarding potential noise impacts during construction and operation of the proposal including: - 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.	Noise impacts ESR has prepared a Noise and Vibration Impact Assessment as part of the EIS. 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. The Noise and Vibration Impact Assessment proposes mitigation measures to minimise potential noise impacts on residences. These measures are outlined within

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: ▪ 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
			measures, including monitoring at the property boundaries. 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. A copy of this assessment is included in the EIS.
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.



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