



APPENDIX D – COMMUNITY ENGAGEMENT TABLE

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
DPHI and Council			
<p>The relevant Department assessment team, specifically:</p> <ul style="list-style-type: none"> ▪ Central (Western) team, Place Design and Public Spaces Group 	<p>Urbis Planning (on behalf of DHL) consulted with DPHI’s Aerotropolis team via email on 30 August 2022.</p> <p>The email outlined details of the proposed industrial estate and requested a consultation meeting.</p> <p>A virtual meeting was held on 15 September 2022.</p>	<p>Feedback Central (Western) team, Place Design and Public Spaces Group includes:</p> <p>Phase 2 Development Control Plan (DCP)</p> <p>Central (Western) team, Place Design and Public Spaces Group notes the Phase 2 DCP is to be addressed. It will be made public in the next three weeks, noting there are still some issues, which may take more time to refine.</p> <p>Central (Western) team, Place Design and Public Spaces Group have confirmed they will respond to DHL in relation to how to address the DCP in Phase 2.</p>	<p>DHL has sought further feedback from Central (Western) team, Place Design and Public Spaces Group in relation to elements of the exhibited draft version that should be the focus of DCP in Phase 2 (mainly things unlikely to change).</p> <p>Note that SEARs reference publicly exhibited versions of the DCP, but it is continuing to evolve. It is currently not a public document.</p>

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		<p>North South Road</p> <p>Enquiry regarding the alignment of the North South Road. Note that it is an issue – the road is shown on the Aerotropolis Precinct Plans and there are questions about the alignment of the road.</p> <p>Criteria in the Precinct Plan to vary the alignment of the road.</p>	<p>DHL confirmed this road is being prepared under a separate Development Application (Burrah Park Concept Master Plan).</p>
		<p>Wildlife management</p> <p>Managing the landscaping and wildlife elements in the context of the airport is important. It has been identified that the species to mitigate wildlife strikes – even when you have those species that attract less wildlife, the extent of planting needs to be worked out in the detail.</p>	<p>The landscaping species selected in the proposed design do not trigger a requirement for a wildlife management report.</p>
		<p>Design and Connecting to Country</p> <p>Based on level of presentation, Central (Western) team, Place Design and Public Spaces Group note the DHL proposal seems to be sufficient. They note it's good to see DHL sought feedback from the State Design Review Panel.</p> <p>Enquiry regarding the approach to Connection to Country.</p>	<p>Connecting to Country has been reflected in the design report and the Recognising Country Report prepared by Yerrabingin.</p>

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
	<p>Urbis Planning (on behalf of DHL) reconnected with Central (Western) team, Place Design and Public Spaces Group via email on 13 December 2022.</p> <p>Email provided an update on SSDA #1 lodgement and share information on SSDA #2.</p>	<p>No additional feedback has been received from the Central (Western) team, Place Design and Public Spaces Group at the time of writing this report.</p>	<p>DHL will continue to consult with the Central (Western) team, Place Design and Public Spaces Group as required / plans progress and offer the opportunity to comment / provide feedback on plans.</p>
<ul style="list-style-type: none"> ▪ Environment, Energy and Science Group 	<p>Urbis Planning (on behalf of DHL) consulted with Environment, Energy and Science Group via email on 7 September 2022.</p> <p>The email outlined details of the proposed industrial facility and requested a consultation meeting.</p>	<p>Feedback from Environment, Energy and Science Group notes:</p> <ul style="list-style-type: none"> ▪ The industry specific SEARs cover letter issued by DPHI Planning on 23 March 2022 includes the additional assessment requirement “The development is to comply with the Integrated Water Cycle Management targets and requirements in the draft Precinct Plan and Phase 2 DCP. ▪ The EIS must utilise and demonstrate compliance with the MUSIC modelling toolkit prepared by the Department’s Environment, Energy and Science Group for developments in the Aerotropolis, which will be provided separately to these SEARs.” ▪ In this regard, EHG has finalised the technical guidance to support delivery 	<p>The Civil Engineer Report outlines how the development complies with the Integrated Water Cycle Management.</p> <p>Refer to the Civil Report submitted to DPHI as part of the EIS for the detail on how the design integrates the Integrated Water Cycle Management.</p>

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		<p>of the stormwater management targets in Wianamatta-South Creek catchment.</p> <ul style="list-style-type: none"> ▪ The <u>Technical guidance for achieving Wianamatta–South Creek stormwater management targets</u> is available on EHG’s website along with the <u>MUSIC modelling toolkit</u> on the Department’s SEED data portal. 	
<ul style="list-style-type: none"> ▪ Water Group (including the Natural Resources Access Regulator) 	<p>Urbis Planning (on behalf of DHL) consulted with Water Group (including the Natural Resources Access Regulator) via email on 7 September 2022.</p> <p>The email outlined details of the proposed industrial facility and requested a consultation meeting.</p>	<p>At the time of writing this report, no response has been received from the Water Group (including the Natural Resources Access Regulator).</p>	<p>DHL will continue to consult with the Water Group (including the Natural Resources Access Regulator) as plans progress and offer the opportunity to comment / provide feedback on plans.</p> <p>The Water Group (including the Natural Resources Access Regulator) will also have the opportunity to review the plans submitted to DPHI as part of the SSDA submission post-lodgement.</p>
<p>The relevant councils, specifically:</p> <ul style="list-style-type: none"> ▪ Penrith City Council 	<p>Urbis Planning (on behalf of DHL) consulted with Penrith City Council via email on 30 August 2022.</p> <p>The email outlined details of the proposed industrial facility and requested a consultation meeting.</p>	<p>Council does not object to the construction of warehouse or distribution facilities on the proposed site. However, it is advised that a high level of compliance with the provisions of the Western Sydney Aerotropolis Plan (WSAP), the Precinct Plan and State Environmental Planning Policy (Precincts – Western Parkland City) 2021, is anticipated</p>	<p>See below</p>

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	Virtual a pre-lodgement meeting with Penrith City Council held on 20 September 2022.	<p>and that required service infrastructure is sequenced and practical.</p> <p>Penrith City Council provided advice and a series of recommendations on the proposed plans:</p> <p>Development Contributions</p> <ul style="list-style-type: none"> ▪ Any future SSDA is to be accompanied by details of how applicable local and regional contribution requirements are addressed. Attention is drawn to the Council’s Draft Aerotropolis Contributions Plan and DPHI’s Special Infrastructure Contributions (SIC) requirements. <p>Traffic and Access</p> <ul style="list-style-type: none"> ▪ All warehouse developments are to be provided with frontage to a public road. Roads are to be designed in accordance with Council’s requirements and it is anticipated that the Aerotropolis DCP will require specifications similar to those within the Mamre Road Precinct DCP. Swept paths for all vehicle manoeuvres are to be demonstrated compliant with relevant Australian Standards. 	<p>DHL will ensure all future SSDAs are applicable to local and regional contributions requirements are addressed.</p> <p>The overall traffic and access plan will be addressed as part of the Barrah Park Concept Master Plan.</p> <p>DHL will ensure comments by Council are included in the proposed plans.</p> <p>As part of the operational management plan, DHL will ensure swept paths for all vehicle manoeuvres in line with Australian Standards.</p>

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		<ul style="list-style-type: none"> ▪ Interim and ultimate designs (road, stormwater, civil and landscape) are to be provided. Any interim roads and intersections providing access to Elizabeth Drive are to be discussed with TfNSW, Council and DPHI ahead of lodgement. 	<p>DHL has consulted with TfNSW as part of the design development.</p> <p>The overall traffic and access plan has been addressed as part of the concept approval (Barrah Park Concept Master Plan).</p>
		<ul style="list-style-type: none"> ▪ It is noted that the heavy vehicle entry to Warehouse 01 and Warehouse 04 is located in close proximity to the roundabout intersection. The distance is to be maximised and any safety impacts are to be detailed in accompanying traffic reports and road safety audit documents. 	<p>The traffic reports and safety audit documents include assessments with the consideration that heavy vehicle entry to Warehouse 01 and Warehouse 04 is located in close proximity to the roundabout intersection.</p> <p>DHL will ensure the distance is maximised as part of any design amendments.</p>
		<ul style="list-style-type: none"> ▪ Figure 3 of the Aerotropolis Precinct Plan (p.20) requires an east-west sub-arterial road to be delivered through the site and plans indicate a cul-de-sac to the east. The design is to ensure that future public road connections for this east-west sub-arterial can be provided, and easy augmentation of the cul-de-sac can be undertaken. The Figure also includes indicative open space which is to be provided. The location and form of which shall be discussed in 	<p>DHL's proposed design ensures that future public road connections for this east-west sub-arterial can be provided, and easy augmentation of the cul-de-sac can be undertaken.</p>

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		<p>the State design review panel meeting(s).</p>	
		<ul style="list-style-type: none"> ▪ All public roads are to be provided with pavements/shared paths and pedestrian access is to be provided from the street to the office entry. 	<p>DHL's proposed design ensures that public roads provide pedestrian access from the street to the office entry.</p>
		<ul style="list-style-type: none"> ▪ The SSDA is to be accompanied by details of how local bus network infrastructure will be accommodated. It is recommended that adequate area be provided within the road reserve, for a bus pull-in bay and bus stop shelter infrastructure. 	<p>Refer to the Transport and Accessibility Impact Assessment Report submitted to DPHI as part of the EIS for details on how local bus network infrastructure will be accommodated as part of the proposed plans.</p>
		<ul style="list-style-type: none"> ▪ The layout of the site (both proposed SSDAs) appears to be contrary to the street hierarchy diagram in Figure 10 of the plan. Collector roads intersect the site, and it is raised that this departure from the Precinct Plan will need to be justified and supported by the consent authority. 	<p>The street layout in the proposed plans is guided the Burrah Park Concept Master Plan.</p>
		<p>Landscaping and Services</p> <ul style="list-style-type: none"> ▪ The design of the site is to include high quality landscaping and plans are to demonstrate a minimum of 15% canopy cover with the aim of 	<p>The proposed plan includes a high-quality landscape design that demonstrates a minimum of 15% canopy cover.</p>

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		<p>supporting the vision of 40% tree canopy cover across the Aerotropolis as detailed within the precinct plan. In addition, tree canopy is to be provided on sub-arterial and collector roads so as to achieve a minimum of 40% tree canopy cover at maturity, 'measured as a percentage of the area of road reserve' A package of plans with sections and calculation details (and methodology) is to accompany the EIS and a Precinct Plan Compliance Table.</p> <p>Design</p> <ul style="list-style-type: none"> ▪ The design of the project includes strong consideration of matters of Aboriginal cultural heritage and cultural landscapes. This is supported. ▪ The proposal is to have regard to the Government Architect NSW documents titled 'Connecting with Country' and 'Designing with Country'. Section 4.3 Aboriginal Culture and Heritage – Recognising Country, of the precinct plan is to be addressed. The site is identified on Figure 4 Heritage and Cultural Landscapes Map of the precinct plan. Aboriginal cultural heritage and archaeological assessment reports are required. 	<p>The Connecting with Country Report prepared by Yerrabingin outlines details of consultation with the Aboriginal community.</p> <p>It outlines how the design considerations link to the NSW Government's Designing with Country requirements and have been implemented through the proposed design.</p> <p>As an overview, DHL consulted with the Government Architect NSW on 2 June in relation to the proposed design via a State Design Review Panel (SDRP) meeting.</p> <p>The design has been updated to directly address the Government Architect NSW feedback. Updates include:</p>

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		<p>Impacts on European heritage are to be addressed.</p>	<ul style="list-style-type: none"> ▪ Overall softer presentation ▪ Design landscape led approach <p>Starting with Country – using materials to mitigate heat retention.</p> <p>Impacts on European heritage have been addressed in the Aboriginal Cultural Heritage and Archaeological Assessment report.</p>
		<ul style="list-style-type: none"> ▪ The installation of public art is encouraged, and opportunities exist within the larger landscaped areas, public/private forecourts and at entry gateways. 	<p>Design considerations have been outlined in Connecting with Country Report prepared by Yerrabingin.</p>
		<ul style="list-style-type: none"> ▪ The EIS package is to detail compliance with the Development controls at Part 4.3 and the Design excellence matters at Part 4.5 of State Environmental Planning Policy (Precincts – Western Parkland City) 2021. The Policy requires that the proposal be subject to a review by the State review panel which must conclude that the project exhibits design excellence. Details of the progression of the design through the panel review and any final design report and endorsement documentation 	<p>An overview of each recommendation provided by the Government Architect NSW and its response has been outlined in the Design Report prepared by SBA Architects, which was submitted to DPPI as part of the EIS.</p> <p>DHL will continue to consult with the Government Architect NSW and Council as the design progresses.</p>

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		(and the endorsed plan set) is to accompany any future SSDA.	
		<ul style="list-style-type: none"> ▪ The design and layout of the site shall not prohibit current or future direct and practical movement of pedestrians and cyclists to and from station precincts, nearby (future) residential areas, transport nodes, bus infrastructure, parks or other public places or impact future anticipated 'desire lines' in the northern gateway precinct. 	Refer to the Design Report prepared by SBA Architects for a detailed response to the design and layout, which was submitted to DPHI as part of the EIS.
		Other matters	
		<ul style="list-style-type: none"> ▪ Aerotropolis employment targets in section 5.4 of the precinct plan are to be achieved and detailed. 	As outlined in the Economic Report, the total ongoing or operational employment following the construction of the concept plan for the Subject Site would amount to around 600 jobs.
		<ul style="list-style-type: none"> ▪ A signage strategy and signage plans are to be submitted. Signage is to be consistent across the precinct and be high quality. 	A detailed signage Strategy has been prepared by SBA Architects. Refer to the Design Report for the details.
		<ul style="list-style-type: none"> ▪ A minimum of 5% of car parking spaces are to be provided with EV charge opportunity and further spaces should be designed to be readily adaptable. An ESD report is required 	EV parking provision has been set out in the Transport and Accessibility Impact Assessment Report.

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		<p>noting other sustainability requirements, targets and standards detailed under the SEPP and the precinct plan.</p>	<p>Four EV spaces will be included within the total parking provision for each warehouse in line with DCP 2021 requirements.</p>
		<ul style="list-style-type: none"> ▪ High quality amenities and end-of-trip facilities are to be provided for staff. 	<p>High-quality amenities and end-of-trip facilities have been included in the proposed design.</p>
		<ul style="list-style-type: none"> ▪ High-quality materials and cladding design is to be provided noting the related matters for consideration under the SEPP Design excellence provisions. 	<p>DHL has reviewed the SEPP Design Excellence provisions and understands that high quality materials and cladding design will be included as part of the proposal.</p>
		<p>Environmental management</p> <ul style="list-style-type: none"> ▪ It was raised within the pre-lodgement meeting that matters relating to land contamination, air quality, noise and hazardous materials would be detailed and assessed as part of the related SSDA. ▪ Notwithstanding, any SSDA lodged for the subject site(s) is to be accompanied by all required reports and assessments addressing the environmental impacts of the development including although not 	<p>The EIS submitted with the SSDA includes all required reports and assessments addressing the environmental impacts of the development.</p> <p>This includes assessments in line with Council's comments, including:</p> <ul style="list-style-type: none"> ▪ Noise ▪ Contamination ▪ Storage and operational management of hazardous materials ▪ Sediment and erosion control

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		<p>limited to details or reports regarding the below:</p> <ul style="list-style-type: none"> ▪ Noise generated during the construction and operational phases of the development, including cumulative impacts, and impacts on existing sensitive receivers. Relevant Australian Standards are to be addressed. ▪ Contamination is to be addressed and assessment reports provided. A minimum Phase 2 Investigation is required. All recommendations are to be adhered to. ▪ The storage and operational management of any hazardous materials including aerosols, liquids and powders. ▪ Any dam dewatering is to be detailed including dam dewatering plans. The advice of an ecologist is required to accompany a report which details how fauna may be relocated (turtles and the like) and how the dewatering of the dam is to be undertaken, so as to reduce impacts on wildlife. ▪ Any requirements of the CPCP and Biodiversity Conservation Act are to be 	<ul style="list-style-type: none"> ▪ Air quality impacts during construction and operation.

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		<p>detailed and reports or assessments submitted. Any required flora and fauna assessment, BDAR, Test of Significance and/or tree impact assessment/arboriculturally report(s) are to be submitted where required.</p> <ul style="list-style-type: none"> ▪ Sediment and erosion control measures and management. ▪ Air quality impacts during construction and operation. 	
		<p>Stormwater</p> <ul style="list-style-type: none"> ▪ Stormwater drainage for the site must be in accordance with the current Aerotropolis DCP. 	<p>The Civil Engineer Report outlines how the development complies with the Integrated Water Cycle Management and requirements of DPHI's <i>'Technical guidance for achieving Wianamatta-South Creek stormwater management targets'</i>.</p>
		<ul style="list-style-type: none"> ▪ The application shall demonstrate how the development complies with the overarching water management strategy for the Barrah Park Concept Master Plan as may be amended. All matters raised by DPHI in relation to the SSDA are to be suitably addressed. 	<p>Stormwater drainage for the site will be via an estate basin provided as part of Barrah Park Concept Master Plan. There will be no basin contained on the DHL site.</p>
		<ul style="list-style-type: none"> ▪ A site-specific stormwater management strategy shall accompany the application demonstrating how the development complies with the performance outcomes of the current 	<p>Refer to the Civil Report submitted to DPHI as part of the EIS for the detail on how the design and water sensitive urban design strategy.</p>

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		<p data-bbox="1048 272 1507 488">Aerotropolis DCP and any requirements of DPHI's 'Technical guidance for achieving Wianamatta-South Creek stormwater management targets' document and accompanying Toolkit.</p> <ul data-bbox="1003 528 1518 783" style="list-style-type: none"> <li data-bbox="1003 528 1518 783">▪ A water sensitive urban design strategy prepared by a suitably qualified person is to be provided for the site. The strategy shall address water conservation, water quality, water quantity, and operation and maintenance. <p data-bbox="1003 823 1391 855">Local Overland Flow Flooding</p> <ul data-bbox="1003 887 1518 1436" style="list-style-type: none"> <li data-bbox="1003 887 1518 1142">▪ The application shall demonstrate how the development complies with the overarching Overland Flow Flood Impact Assessment undertaken as part of the Barra Park Concept Master Plan to the satisfaction of Council and DPHI. <li data-bbox="1003 1182 1518 1436">▪ The Overland Flow Flood Impact Assessment Report shall assess and determine flood behaviour and characteristics under future climate change flooding conditions in accordance with Clause 5.21 Flood Planning of Penrith Local 	<p data-bbox="1547 823 2051 967">A Flood Report has been prepared as part of the EIS submission. Please refer to the Flood Report prepared by BMT Commercial.</p>

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		<p>Environmental Plan 2010. The following rainfall increases shall be used as a minimum when assessing the various climate change scenarios: 4.9% (High 2030); 9.1% (Low 2090); 13.9% (Medium 2090) and 18.6% (High 2090).</p> <ul style="list-style-type: none"> ▪ All habitable floor levels shall be a minimum of 0.5m above the water surface level of local overland flows. (i.e., at the Flood Planning Level = 1% AEP water surface level + 0.5m freeboard). 	
		<p>Traffic</p> <ul style="list-style-type: none"> ▪ The application shall demonstrate how the development complies with the overarching traffic impact assessment and traffic modelling for the Barra Park Concept Master Plan and to the satisfaction of Council and DPHI. ▪ The application shall be supported by a site-specific traffic report prepared by a suitably qualified person addressing, but not limited to, traffic generation, access, car parking and manoeuvring. The traffic report shall also address green travel plans, end of trip facilities, 	<p>Refer to the Transport and Accessibility Impact Assessment Report for details on compliance with overarching traffic impact assessment and traffic modelling for Barra Park Concept Master Plan and Aerotropolis DCP.</p>

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		<p>bicycle parking and electric vehicle charging stations.</p> <ul style="list-style-type: none"> ▪ The application shall demonstrate how the development complies with the performance outcomes of the current Aerotropolis DCP and Aerotropolis Planning Package. 	
		<p>Earthworks</p> <ul style="list-style-type: none"> ▪ Earthworks and retaining walls must comply with the current Aerotropolis DCP. 	<p>The earthworks and retaining walls have been designed to comply with the Aerotropolis DCP.</p>
		<ul style="list-style-type: none"> ▪ Full details of the extent of any filling works including the height and location of any retaining walls shall also be included. Details of the earthworks interface with adjoining properties shall also be included. 	<p>The overall strategy for earthworks will be addressed as part of Barrah Park Concept Master Plan.</p> <p>Refer to the Geotech Report submitted to DPHI as part of the SSDA for the detail on the extent of any filling works included as part of the proposed plans.</p>

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	<p>Urbis Planning (on behalf of DHL) reconnected with PCC via email on 13 December 2022.</p> <p>Email provided an update on SSDA #1 lodgement and share information on SSDA #2.</p>	<p>Subdivision works</p> <ul style="list-style-type: none"> ▪ The application is to be accompanied by a subdivision concept plan. A copy of the subdivision plan shall be provided which is overlayed with the satellite mapping. <p>PCC noted receipt of the email noting they have no additional feedback at this time.</p>	<p>The subdivision concept plan will be addressed as part of the Barrah Park Concept Master Plan.</p> <p>DHL will continue to consult with PCC as required / plans progress and offer the opportunity to comment / provide feedback on plans.</p>
Agencies			
<p>The relevant agencies, specifically:</p> <ul style="list-style-type: none"> ▪ Western Parkland City Authority 	<p>Urbis Planning (on behalf of DHL) consulted with Western Parkland City Authority via email on 26 September 2022.</p> <p>The email outlined details of the proposed industrial warehouse and requested a consultation meeting.</p>	<p>Feedback from Western Parkland City Authority includes:</p> <ul style="list-style-type: none"> ▪ Enquiry regarding the role of the DHL proposal within the Concept Proposal, particularly: <ul style="list-style-type: none"> - How the road and access work 	<p>The broader concept proposal (Barrah Park Concept Master Plan) will deliver the estate works, including road access and services.</p> <p>The DHL proposal will be provided with a PAD site and DHL will connect to the Barrah Park Concept Master Plan roads and services.</p>

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	<p>A meeting with Western Parkland City Authority was then held on 19 October 2022.</p>	<ul style="list-style-type: none"> - How the site will connect to services. 	
		<ul style="list-style-type: none"> ▪ Enquiry regarding whether DHL is proposing to have any other operations in the Aerotropolis. 	<p>At the time of writing this report, DHL has no plans to have any other operations in the Aerotropolis. Future plans would depend on vacancy and rates.</p>
		<ul style="list-style-type: none"> ▪ Enquiry regarding the permeable nature of the DHL site. 	<p>DHL will provide 16% landscaping and 477 new trees to support a new tree canopy.</p>
	<p>Urbis Planning (on behalf of DHL) reconnected with Western Parkland City Authority via email on 13 December 2022.</p> <p>Email provided an update on SSDA #1 lodgement and share information on SSDA #2.</p>	<p>Western Parkland City Authority noted their comments stand for the second northern DA however if there are any significant changes from what we were shown previously in the master plan they would be open for a second meeting and will provide additional feedback if necessary.</p>	<p>DHL will continue to consult with Western Parkland City Authority as required / plans progress and offer the opportunity to comment / provide feedback on plans.</p>
<ul style="list-style-type: none"> ▪ Commonwealth Department of Infrastructure, Transport, Regional Development and Communications 	<p>Urbis Planning (on behalf of DHL) consulted with the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications via email on 30 August 2022.</p> <p>The email outlined details of the proposed industrial warehouse and requested a consultation meeting.</p>	<p>The Commonwealth Department of Infrastructure, Transport, Regional Development and Communications noted for DHL to obtain strong support to avoid providing wildlife attracting items on site.</p> <p>No further comments were provided.</p>	<p>DHL is working closely with technical consultants to avoid providing wildlife attracting items on site. This approach will be further refined as part of the management plans post approval.</p> <p>DHL will continue to consult with the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications as plans</p>

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	<p>Virtual meeting was held on 14 September 2022.</p> <p>Urbis Planning (on behalf of DHL) reconnected with the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications via email on 13 December 2022.</p> <p>Email provided an update on SSDA #1 lodgement and shared information on SSDA #2.</p>	<p>No additional feedback has been received from the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications at the time of writing this report.</p>	<p>progress and offer the opportunity to comment / provide feedback on plans.</p> <p>They will also have the opportunity to review the plans submitted to DPPI as part of the SSDA submission post lodgement.</p> <p>DHL will continue to consult with the Commonwealth Department of Infrastructure, Transport, Regional Development and Communications as required / plans progress and offer the opportunity to comment / provide feedback on plans.</p>
<ul style="list-style-type: none"> ▪ Government Architect NSW 	<p>DHL consulted with the Government Architect NSW via a State Design Review Panel on 2 June 2022.</p>	<p>The Government Architect NSW provided advice and a series of recommendations on the proposed plans.</p> <p>Recommendations were in relation to the following themes:</p> <ul style="list-style-type: none"> ▪ Design Excellence ▪ Connecting with Country ▪ Site strategy and landscape ▪ Public Domain and staff amenity 	<p>An overview of each recommendation and response has been outlined in the Design Report Prepared by SBA Architects, which was submitted to DPPI as part of the EIS.</p>

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		<ul style="list-style-type: none"> ▪ Built Form ▪ Sustainability. 	
<ul style="list-style-type: none"> ▪ Western Sydney Airport Co (WSACO) 	<p>Urbis Planning (on behalf of DHL) consulted with WSACO via email on 30 August 2022.</p> <p>The email outlined details of the proposed industrial warehouse and requested a consultation meeting with WSACO.</p> <p>Virtual meeting with WSACO held on 14 September 2022.</p>	<p>WSACO provided feedback to DHL via a virtual meeting on 14 September 2022. Feedback received includes:</p> <p>Wind shear</p> <p>There is a risk of wind shear. Enquiry regarding the revised proposed height following the reduction in height to respond to the windshear trigger.</p> <p>Biodiversity Report</p> <p>Regarding the Biodiversity Report, enquiry about how the wildlife risk assessment and water retention basin will be addressed.</p> <p>Staging and timing</p> <p>Enquiry about stages and timing, and if DHL will be guided by the broader Barra Park Concept Master Plan for its</p>	<p>The proposed facility has been reduced in height to avoid wind shear trigger.</p> <p>The height is now 14.7m.</p> <p>DHL is working with specialist consultants to ensure the Biodiversity Report includes a detailed analysis of the wildlife risk assessment.</p> <p>Regarding water retention basin, DHL will drain to an estate basin provided by BHL. There will be no basin contained on the DHL site.</p> <p>Refer to the Biodiversity Report as part of the EIS for the detail for additional detail.</p> <p>DHL's facility relies on the proposed Barra Park Concept Master Plan infrastructure, including the estate road, earthworks and</p>

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		<p>infrastructure – specifically roads, earthworks and drainage.</p>	<p>drainage. Fundamentally, DHL is proposing for the built form above the pad site only.</p> <p>ABurrah Park will do the estate-wide draining and infrastructure, it will bench the pads to 1% grades, and DHL will trim and retain to get a flat bench pad.</p> <p>DHL will then drain to an estate basin provided by Burrah Park. There will be no basin contained on the DHL site.</p>
		<p>Lodgement</p> <p>Enquiry regarding lodgement timing and whether both DHL SSDAs will be lodged simultaneous.</p>	<p>DHL prepared both SSDA #1 and SSDA #2 simultaneously.</p> <p>Each EIS will be lodged concurrently (within a few months of each other).</p>
		<p>DHL operations and associated traffic</p> <p>Enquiry regarding DHL operations, and whether it will serve the metropolitan destruction areas, requiring frequent use of Elizabeth Drive and M12. In terms of traffic distribution versus cargo coming from the airport.</p>	<p>The airport road infrastructure is critical for the operation of the DHL site. The DHL site will be in operation from 2025, and most freight will go on M12 and M7 and via the Airport. There will be limited use of Elizabeth Drive.</p> <p>However, pharmaceutical health products will be pushed on freight by air to Melbourne and Brisbane.</p>
		<p>Obstacle Limitation Surfaces (OLS)Enquiry regarding the details of the OLS around the site.</p>	<p>DHL notes the southeast corner of the site triggers OLS at 25m metres by cranes on the site delivering and installing precast</p>

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
			concrete (concrete that is cast in the form of a structural element before being placed in the final position).
		Vertical Emissions Enquiry regarding potential Vertical Emissions 4.3M/S.	DHL confirm there are no potential Vertical Emissions 4.3M/S as a result of the proposed facility.
		Solar panels Enquiry regarding the inclusion of solar panels. WSACO also note the potential different reflectivity has not been a significant issue at this time.	As part of the ESD assessment report, being prepared as part of the EIS, DHL is in the process of assessing the reflectivity of solar panels, and its potential impact on the airport.
		Noise WSACO note that DHL must acoustically attenuate for aircraft noise as part of its design.	Acoustic attenuation to limit aircraft noise has been incorporated into the design. Refer to the Acoustic Report submitted as part of the EIS for the details.
		Evaporation ponds Enquiry regarding the issue of wildlife hazard management and large water bodies on site. WSACO note there are a lot of water birds around the site, and potential for DHL to consider design measures that are built into facilities to minimise the attraction of birds to use this space.	DHL has assessed the design to reduce water to permeate back into ground – creating issues with attracting birds. There are no onsite basins, or detention areas, only absorption areas. DHL is responding to requirements regarding absorption basements.

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		<p>This could include drain basins within 48hours steepness of banks and depth of water to discourage wildlife attraction.</p> <p>WSACO appreciate this is complicated because of the Blue Water/Green Grid requirements.</p>	
	<p>Urbis Planning (on behalf of DHL) reconnected with WSACO via email on 7 December 2022.</p> <p>Email provided an update on SSDA 1 lodgement and share information on SSDA 2.</p>	<p>WSACO responded to note that it will review the SSDA documentation when it is provided for comment and will provide any commentary through the DPHI exhibition process.</p>	<p>DHL will continue to consult with WSACO as required / plans progress and offer the opportunity to comment / provide feedback on plans.</p>
<ul style="list-style-type: none"> ▪ Transport for NSW (TfNSW) 	<p>Urbis Planning (on behalf of DHL) consulted with TfNSW via email on 30 August 2022.</p> <p>The email outlined details of the proposed industrial warehouse and requested a consultation meeting.</p> <p>Virtual meeting with TfNSW was held on 15 September 2022.</p>	<p>TfNSW provided advice and a series of recommendations on the proposed plans, specifically in relation to the road network.</p> <p>TfNSW raised reservations about the East Road 3 or whether a consolidated access should be provided. Note that East Road 3 should be looked at as temporary.</p> <p>TfNSW note the importance of managing the number of intersections, while also providing access in the future. Enquiry regarding how DHL is working with Council</p>	<p>DHL is exploring the following options in relation to consolidated road access.</p> <p>Two considerations include:</p> <ul style="list-style-type: none"> ▪ Consolidated road access has been explored in detail and can be revisited if required ▪ Risk of future redundancy – DHL must balance operational considerations with the Elizabeth Drive design. <p>The overall traffic and infrastructure plan will be addressed as part of the Barrah Park Concept Master Plan.</p>

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		and DPHI regarding the evolution of road network (consider alignment with the Precinct Plans).	
		TfNSW note the location of the Spine Road should be discussed with DPHI.	
		TfNSW note the design must consider limiting access to Elizabeth Drive and how the surrounding road network is to be delivered.	
		TfNSW would like more detail on Road Network Assumptions.	
	<p>Urbis Planning (on behalf of DHL) reconnected with TfNSW via email on 13 December 2022.</p> <p>Email provided an update on SSDA #1 lodgement and shared information on SSDA #2.</p>	No additional feedback has been received from the TfNSW at the time of writing this report.	DHL will continue to consult with TfNSW as required / plans progress and offer the opportunity to comment / provide feedback on plans.
<ul style="list-style-type: none"> ▪ Sydney Water 	<p>Urbis Planning (on behalf of DHL) consulted with Sydney Water via email on 30 August 2022.</p> <p>The email outlined details of the proposed industrial warehouse and requested a consultation meeting with Sydney Water.</p>	At the time of writing this report, no feedback has been received from Sydney Water to date.	DHL will continue to consult with Sydney Water as plans progress and offer the opportunity to comment / provide feedback on plans. Sydney Water will have the opportunity to review the plans submitted to DPHI as part of the SSDA submission post lodgement.

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	A follow up email requesting a meeting was sent 7 September 2022.		
	<p>Urbis Planning (on behalf of DHL) reconnected with Sydney Water via email on 13 December 2022.</p> <p>Email provided an update on SSDA #1 lodgement and shared information on SSDA #2.</p>	No additional feedback has been received from the Sydney Water at the time of writing this report.	DHL will continue to consult with Sydney Water as required / plans progress and offer the opportunity to comment / provide feedback on plans.
Relevant community			
<p>The relevant community, specifically:</p> <p>Surrounding local landowners, businesses and stakeholders, including:</p> <ul style="list-style-type: none"> ▪ Residents located on Elizabeth Drive (between Martin Road and Luddenham Road) ▪ Residents located on the corner of Luddenham Road and Elizabeth Drive (up to lot 641-675 Luddenham Road). 	A community newsletter was sent on Thursday 18 August 2022 to 130 residents and businesses located near the proposed site. The newsletter outlined key features of the project and invited feedback. It included details of the project email and phone number managed by Urbis Engagement to answer questions and collect feedback.	At the time of writing this report, no enquiry emails or phone calls have been received from a near neighbour following the letterbox drop.	DHL will actively monitor enquiries and respond accordingly to any future enquiries received post lodgement. DHL will continue to consult with neighbouring businesses as plans progress.

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
<p>Aboriginal community</p> <ul style="list-style-type: none"> ▪ Traditional Owners – Dharug Women 	<p>Facilitated by Yerrabingin Consultancy, DHL hosted a site walk on 22 June 2022 with the Traditional Owners – the Dharug Elders.</p> <p>The half-day workshop included a site walk at Burra Park (including the DHL site) and an opportunity to listen to key priorities, impacts and acknowledgments of the Country shared by the Dharug Women.</p> <p>DHL has considered the outcomes of the site walk in detail, which has informed the EIS submission and foundation of the design.</p> <p>The DHL approach to Country acknowledges the ongoing role and significance of Country to Aboriginal people and their culture. DHL will ensure Aboriginal peoples' ongoing involvement in the design and delivery of key aspects of the site.</p>	<p>The project team met with the local Dharug women and walked the site. The concepts were shown spatially, and narratives were shared.</p> <p>Key comments included:</p> <ul style="list-style-type: none"> ▪ Consider the impact the project will have on generations (our children, grandchildren, great-grandchildren) ▪ Consider all layers – land and people work together ▪ What is the site going to give back to the Dharug? ▪ Culture is continuous – not just about pre-colonisation ▪ Black swans (Mulgoa) are part of our Country ▪ Consider a space for Dharug people only to access – a cultural space ▪ Current 'public space' makes it hard for Dharug people to maintain cultural practices on Country ▪ Aboriginal community access enables the environment to be constantly managed, protecting the landscape – 	<p>DHL has carefully considered the recommended concepts provided by the Dharug women during the site walk.</p> <p>Refer to the 'Recognising Country Report' prepared by Yerrabingin for a detailed overview of this approach.</p> <p>Ongoing engagement</p> <p>Consultation with Dharug Women during the preparation of the EIS is only the beginning. DHL will continue to consult, seek feedback and gain design advice throughout the detailed design phase through to operation and ongoing management.</p>

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		<p>it's the multiple layers in the design that create a restorative approach</p> <ul style="list-style-type: none"> ▪ Consider plants from our (Dharug) Country, not from other Country ▪ For the record, we are not 'signing off' on this development. No one person can do this on behalf of Country 	
<ul style="list-style-type: none"> ▪ Deerubbin Local Aboriginal Land Council (LALC) 	<p>Deerubbin Local Aboriginal Land Council (LALC) were invited by Yerrabingin to participate in a project discussion as part of the project consultation.</p>	<p>Deerubbin LALC noted preference not to get involved.</p> <p>No feedback has been received from the Deerubbin Local Aboriginal Land Council on the proposed plans.</p>	<p>DHL will continue to consult with Deerubbin LALC as plans progress and offer the opportunity to comment / provide feedback on plans.</p>