

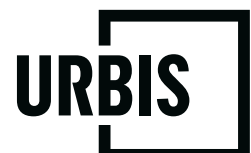


SYDNEY FLIGHT TRAINING CENTRE

28-30 Burrows Road, St Peters

Community and Stakeholder Consultation
Outcomes Report

Prepared for
LOGOS DEVELOPMENT MANAGEMENT PTY LTD
29 September 2022



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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**Urbis acknowledges the important contribution that
Aboriginal and Torres Strait Islander people make in
creating a strong and vibrant Australian society.**

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

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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1. INTRODUCTION

Urbis Pty Ltd (Urbis) has been engaged by LOGOS Development Management Pty Ltd (LOGOS) to prepare this Community and Stakeholder Participation Outcomes Report (report). The report informs part of the Environmental Impact Statement (EIS) to support the State Significant Development Application (SSDA) for the construction and operation of a new flight training facility (the Project) at 28-30 Burrows Road, St Peters (the site).

The community and stakeholder engagement for the project was informed by a community and stakeholder engagement strategy that was prepared in line with the Department of Planning and Environment's (DPE) *Undertaking Engagement Guide: Guidance for State Significant Projects* and the International Association of Public Participation's (IAP2) Public Participation Spectrum.

1.1. THE SITE

The site is located at 28-30 Burrows Road, St Peters and comprises land known as Lot 2 of DP 212652 and Lot 15 of DP 32332. The site is identified in the figure below.



Figure 1 Site location

Source: Urbis 2022

Key features of the site are as follows:

- The site is approximately 7,961sqm and is rectangular in shape. The primary frontage to Burrows Road is approximately 123m in length and the site maintains a depth of approximately 63.5m.
- The topography of the Site is generally flat and has a high point of RL 2.85 within the hardstand areas and low point of RL 2.34 towards the canal. The site is currently occupied by two industrial warehouse buildings with a large hardstand area for vehicle parking and deliveries. Alexandra Canal runs along the southern boundary of the site. A Site Survey Plan accompanies the application which details the topographic characteristics of the site.
- Limited vegetation is located along both the road frontage and the canal. The proposed development is to include a setback of 10m along the southern boundary to align with the City of Sydney's vision for a pedestrian and cycling network along the water's edge.

- Vehicular access to the site from the local road network is available from Burrows Road which links the site to the WestConnex road network in the north and Sydney Airport to the west.
- Industrial land uses extend along Burrows Road and Euston Road. St Peters railway station is approximately 1.5km from the site. The nearest residential neighbours south of the site are about 300m away and are separated by industrial warehouse buildings and the Alexandra Canal.
- The site is located within the City of Sydney LGA.

Key feature of the locality are:

The site is approximately 6km south-west of the Sydney CBD. It is close to Sydney Airport (1km north) and the Gateway Project which will link the new St Peters Interchange with Sydney Airport domestic and international terminals and Port Botany.

The site is surrounded by a variety of uses, including:

- North: The site has a direct road frontage to Burrows Road, close to the intersection with Campbell Road. Directly opposite the site to the north is the WestConnex Transurban MCC Main Office which comprises car parking facilities for motorists at the St Peters interchange. Sydney Park is further north on the opposite side of Campbell Parade.
- East: The immediately adjoining site to the east comprises industrial development. Campbell Road and Campbell Road Bridge are further east, with additional industrial land uses on the opposite side of Alexandra Canal, including Alexandria and Rosebery. Campbell Road connects the site to the broader WestConnex road network.
- South: The site is bound to the south by Alexandra Canal, a State Significant Heritage Item. Additional industrial land uses are located across the canal to the south, primarily comprising warehouse and distribution centres. Gardeners Road and Bourke Street provide access to Mascot and Eastlakes. Sydney Kingsford Smith Airport is further south.
- West: The immediately adjoining land comprises industrial development. The St Peters WestConnex Interchange is located to the north-west, with the Princes Highway beyond. Further west is low density residential and industrial land uses in the suburb of Sydenham. Sydenham Train Station is approximately 1.5km west of the site, providing services to the Sydney CBD.

1.2. PROJECT DESCRIPTION

The proposed flight training facility will enable pilots and flight crews from Qantas and other airlines to undertake periodic training and testing to meet regulatory requirements by simulating both aircraft and emergency procedural environments. The flight training centre will be situated within a three-storey industrial warehouse building and will include:

- Flight simulator hall:
 - 8 x simulator bays – State of the art full motion flight simulators with visual fidelity, motion and sound. This allows crew to be trained in all aspects of normal and non-normal operations, including instrument approaches and landings in all weather conditions.
 - The proposed simulators will complement the flight training facilities in other states.
- Emergency procedures component including:
 - Cabin evacuation emergency trainer – Full-scale cabin mock-up is used as practical training device. These facilities allow emergency situations to be accurately portrayed and allow pilots and cabin crew to handle emergency situations in both wide and narrow-bodied aircraft.
 - Slide descent tower – Enables realistic training of deployment and use of slides to evacuate aircraft for pilots and cabin crew.
 - Door trainers – Enables realistic training of use of emergency exits to evacuate aircraft for pilots and cabin crew.
- Ancillary spaces (administration and training areas) including:

- Equipment room – Storage of emergency equipment (oxygen tanks, defibrillators etc.) that supports the training and assessment of cabin crew and pilots of aviation medicine.
- Pilots lounge – Area for pilots to wait prior to simulator sessions
- Meeting rooms and lunch room.
- Reception area.
- Toilets, plant, loading dock.

1.3. RESPONSE TO SEARS

Table 1 outlines the Secretary’s Environmental Assessment Requirements (SEARs) issued for the project (SSD- 47601708) that relate to consultation and community and stakeholder engagement.

Table 1 Response to SEARs - SSD- 47601708

SEARs Item	Project Response
<p>Community and Stakeholder Engagement – a community and stakeholder engagement strategy consistent with the Department’s Undertaking Engagement Guidelines for State Significant Projects for all stages of the development, including (but not limited to):</p>	<p>A Community and Stakeholder Participation Strategy (the Strategy) was prepared and implemented to ensure LOGOS delivered an engagement program consistent with DPE’s <i>Undertaking Engagement Guide: Guidance for State Significant Projects</i>.</p> <p>The strategy carefully considered stakeholders and the surrounding community and their likely impact and interest in the proposal.</p> <p>Refer to Section 2 of this report for more detail.</p>
<ul style="list-style-type: none"> ▪ details of how issues raised, and feedback provided during engagement activities have been considered and responded to in the development 	<p>The outcomes of the engagement, including all issues, feedback and questions raised has been detailed in Section 3.</p>
<ul style="list-style-type: none"> ▪ details of the proposed approach to future community and stakeholder engagement based on the results of consultation. 	<p>Refer to section 4 of this report for details of the proposed approach to future community and stakeholder engagement.</p>
<p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.</p> <p>In particular you must consult with:</p> <ul style="list-style-type: none"> ▪ City of Sydney Council 	<p>LOGOS engaged with City of Sydney Council as part of stakeholder engagement.</p> <p>Refer to Section 3 of this report for detail on feedback, methods of consultation and project response.</p>
<ul style="list-style-type: none"> ▪ Environment and Heritage Group of the Department 	<p>LOGOS engaged with the Department of Planning and Environment’s Planning and Assessment Group and Environment and Heritage Group as part of stakeholder engagement.</p>

SEARs Item	Project Response
	Refer to Section 3 of this report for detail on feedback, methods of consultation and project response.
<ul style="list-style-type: none"> ▪ Transport for NSW ▪ Fire and Rescue NSW ▪ Sydney Water ▪ Ausgrid 	LOGOS engaged with relevant agencies, including Transport for NSW, Sydney Water, Heritage NSW, Ausgrid and Fire and Rescue NSW as part of stakeholder engagement.
<ul style="list-style-type: none"> ▪ any other public transport, utilities or community service providers. 	Refer to Section 3 of this report for detail on feedback, methods of consultation and project response.
<ul style="list-style-type: none"> ▪ Metropolitan Local Aboriginal Land Council 	<p>LOGOS engaged with Registered Aboriginal Parties (RAPs), including the Metropolitan Local Aboriginal Land Council, in accordance with the <i>Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010</i> and the requirements of <i>Clause 60 of the National Parks and Wildlife Regulation 2019</i>.</p> <p>All feedback was recorded and is summarised in the ACHAR that accompanies the EIS.</p>
<ul style="list-style-type: none"> ▪ surrounding local landowners, businesses and stakeholders 	<p>LOGOS engaged with all surrounding local landowners, businesses and stakeholders via a community letterbox drop.</p> <p>Refer to Section 3 of this report for detail on feedback, methods of consultation and project response.</p>
<ul style="list-style-type: none"> ▪ local and regional community and environmental groups 	Given the location and nature of the development, no relevant local and regional community and environmental groups have been identified.

2. COMMUNITY AND STAKEHOLDER PARTICIPATION STRATEGY

Community and stakeholder engagement throughout the development of the SSDA was achieved through the implementation of the engagement strategy outlined in this section.

2.1. ENGAGEMENT OBJECTIVE AND APPROACH

The engagement approach is adapted from the International Association of Public Participation's (IAP2) Public Participation spectrum. The spectrum (Figure 2) describes goals for public participation and the corresponding promise to the public.

For this strategy, the engagement objective aligns to the goal of consulting with stakeholders and the community. This means our objective is to obtain public feedback on the proposal.

	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 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 look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Source: IAP2

Figure 2 IAP2 Public Participation Spectrum

To achieve this objective, the engagement approach involves:

- Providing consistent, relevant, jargon-free and up to date information on the proposal, impacts, benefits, and the SSDA processes through accessible, tailored open lines of communication
- 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.
- 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 by sharing how stakeholder and community views influenced the proposal.

2.2. STAKEHOLDERS

DPE's *Undertaking Engagement Guide: Guidance for State Significant Projects*, describes the community as anyone (individuals, groups of individuals or organisations) interested in or are likely to be affected by the project.

The stakeholders for the project have been categorised into three groups (Government authorities, Service providers, and community groups and affected landowners), as shown in Figure 3 below.

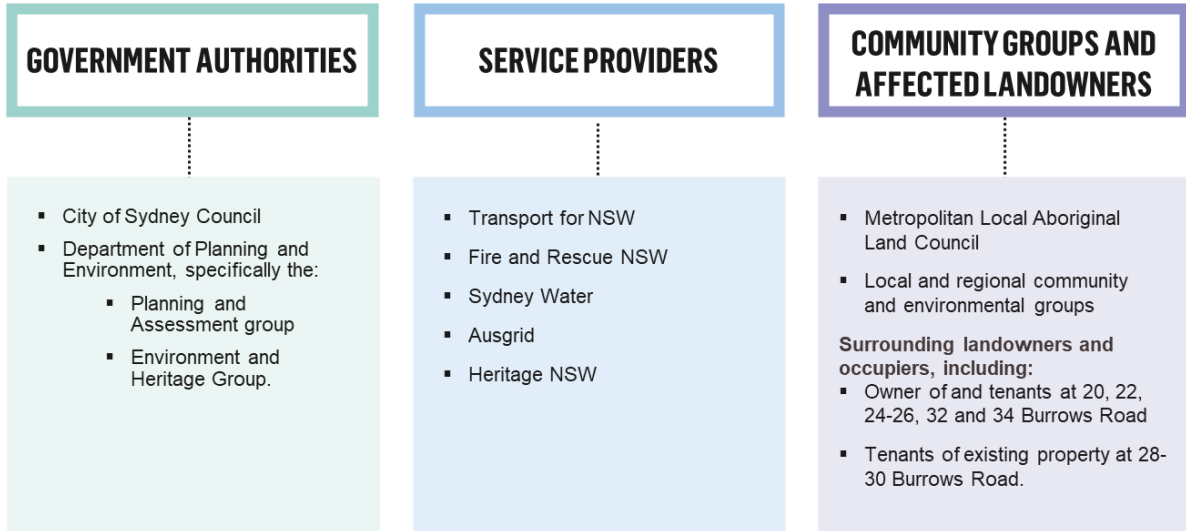


Figure 3 Stakeholder categorisation

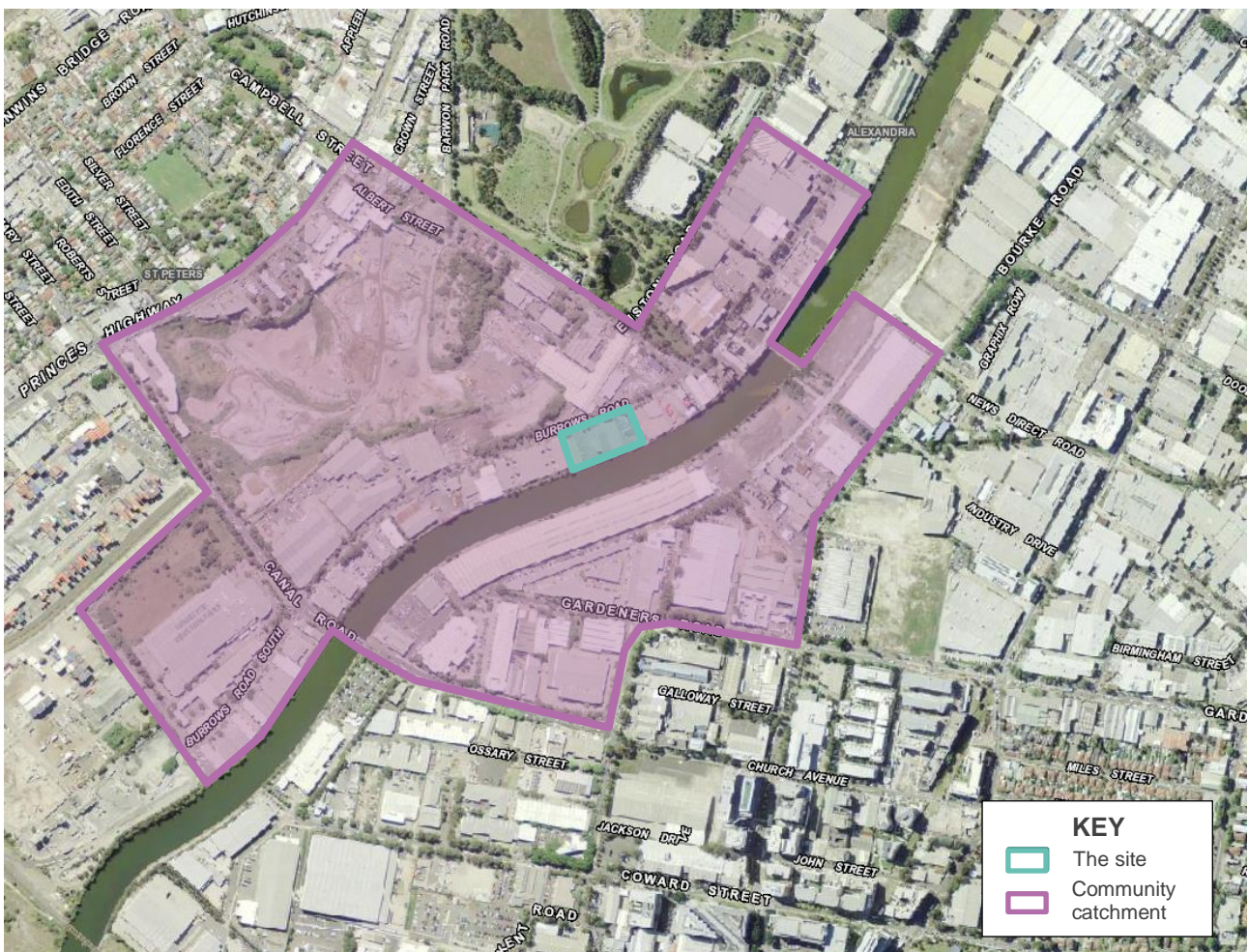


Figure 4 Community catchment area

Figure 4 shows the site and surrounding local landowners, businesses and stakeholders (the relevant community). The relevant community was identified as being likely impacted by or interested in the proposal during operation because of their proximity to the site.

During construction, the relevant community will likely be impacted by noise, dust and construction vehicle traffic. During operation, the relevant community will likely experience a negligible impact associated with visitors travelling to and from the site.

This project is bounded by the WestConnex St Peters Interchange and the Princes Highway to the north-west, and Alexandra Canal to the south-east. The project is located within a primarily industrial area and is within the rapidly developing Southern Enterprise Area. Given this context, the relevant community is already experiencing similar changes from other projects and is likely to understand the type of impact from this proposal. Therefore, engagement with the relevant community focused on the potential impacts of this proposal outlined above, specifically, noise and changes traffic conditions during construction.

2.3. STAKEHOLDER ENGAGEMENT APPROACH

To ensure a coordinated approach, Urbis Engagement collaborated with LOGOS to engage with various stakeholder groups for the proposal. The Stakeholder matrix in Table 2 outlines the stakeholders, engagement objective and forms of engagement.

Table 2 Stakeholder matrix

Category	Stakeholder organisation	Engagement objective	Forms of engagement
DPE and Council	Department of Planning and Environment (DPE), specifically: <ul style="list-style-type: none"> the Planning and Assessment Group the Environment and Heritage Group. 	Consult: Obtain feedback on the proposal.	Online meeting was held with DPE's Planning and Assessment Group on 1 March 2022. Email correspondence was exchanged on 21 and 26 September 2022 with DPE's Environment and Heritage Group
	City of Sydney Council		Online meetings were held with City of Sydney Council on 18 May 2022, 20 June 2022, 26 July 2022 and 9 September 2022. Council provided a letter on 13 July 2022. Email correspondence was exchanged on 16 August 2022.
Service providers	Transport for NSW (TfNSW)	Consult: Obtain feedback on the proposal and understand how the proposal may impact each agency or service provider.	Emails were exchanged with TfNSW on 5 and 21 September 2022.
	Sydney Water		Emails were exchanged with Sydney Water on 28 June 2022.

Category	Stakeholder organisation	Engagement objective	Forms of engagement
	Heritage NSW		Phone call with Heritage NSW on 24 August 2022.
	Fire and Rescue NSW		It is expected that the SSDA will be provided NSW Fire & Rescue as part of the formal public exhibition process. Any issues raised by the agency will be addressed as part of the Response to Submissions.
	Ausgrid		LOGOS submitted a new connection application to Ausgrid on 28 March 2022. Design Related Serviced Offer provided by Ausgrid on 30 March 2022.
Surrounding local landowners, businesses and stakeholders	<p>Surrounding affected landowners including:</p> <ul style="list-style-type: none"> Owner of and tenants at 20, 22, 24-26, 32, 34 Burrows Road Tenants of existing property at 28-30 Burrows Road. 	Consult: Obtain feedback on the proposal by providing balanced and objective information to assist in understanding the proposal's impacts and benefits.	<p>Community newsletter distributed on 18 August 2022 (see Appendix A for the newsletter and Appendix B for the distribution area).</p> <p>Provided details of 1800 number and email address.</p>
	Local and regional community and environment groups		<p>Given the location and nature of the development, no relevant local and regional community and environmental groups have been identified. Urbis emailed City of Sydney on 19 September asking if there were any relevant groups they thought should be consulted, and they were unaware of any.</p>
	Metropolitan Aboriginal Land Council		<p>In June 2022, LOGOS initiated consultation with Registered Aboriginal Parties (RAPs) and Metropolitan Local Aboriginal Land Council to aid preparation of the Aboriginal Cultural Heritage</p>

Category	Stakeholder organisation	Engagement objective	Forms of engagement
			<p>Assessment Report (ACHAR).</p> <p>During August 2022, the RAPs were provided with written details of the Project and the draft ACHAR for review. All feedback was recorded and is summarised in the ACHAR provided at Appendix CC of the EIS.</p>

3. ISSUES RAISED

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

Table 3 Issues raised and project response

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
DPE and Council			
	Online meeting held with City of Sydney Council’s Planning Team on 18 May 2022.	Discussion of the Project and planning approval pathway.	N/A.
City of Sydney Council	<p>Online meeting held on 20 June 2022 with the following City of Sydney Council departments:</p> <ul style="list-style-type: none"> ▪ Planning ▪ Urban Design ▪ Heritage. <p>Letter dated 13 July 2022 provided by City of Sydney Council summarising issues discussed during pre-lodgement meeting.</p>	<p>Key matters raised include:</p> <ul style="list-style-type: none"> ▪ <u>Facade</u>: Council noted that the proposed building includes materials and textures that overcomplicate the facade. To adhere with the SLEP 2012, the design should be simplified, particularly along the Burrows Road frontage. ▪ <u>Visual impact</u>: Council noted that the pump room and fire sprinkler tanks should be swapped to improve views to the site from Burrows Road. ▪ <u>Traffic and parking</u>: <ul style="list-style-type: none"> ▪ Council noted future application requirements for deliveries that require the use of semi-trailers. ▪ The application will need to demonstrate that sufficient provision has been made to manoeuvre vehicles entering and moving through the site. 	<p>LOGOS have refined the design of the building facade in response to Council feedback. Revised elevations were provided to Council on 2 September for further review.</p> <p>The design excellence provisions of the SLEP 2012 are addressed in the EIS and Design Statement.</p> <p>The proposed locations of the pump room and sprinkler tanks have been moved as recommended by Council.</p> <p>LOGOS has developed a full swept path analysis to accompany the Transport Impact Assessment. Council’s comment regarding the Traffic Management Plan is acknowledged and will be addressed accordingly if required.</p> <p>A total of 35 car spaces are proposed. The proposed development will not exceed the maximum number of</p>

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		<ul style="list-style-type: none"> ▪ A Traffic Management Plan will be required if there are any impacts to on-street parking. ▪ The on-site car and bicycle parking for staff and visitors must comply with the corresponding LEP and DCP requirements. ▪ <u>Waste collection</u>: Council noted that the Proposal must consider the provision of an on-site loading area for day-to-day servicing and waste collection. ▪ <u>Wayfinding and signage</u>: <ul style="list-style-type: none"> ▪ Consideration should be given to wayfinding within the site ▪ Signage must comply with the requirements of the Sydney Development Control Plan 2012. ▪ <u>Landscaping and trees</u>: <ul style="list-style-type: none"> ▪ Council encouraged the retention of any mature and healthy trees on site. Any tree removal or works near existing trees should be supported by an arborist report. ▪ Any landscaping of the site should be designed in accordance with Council's Sydney Landscape Code. ▪ Council noted that landscaping for the 10m foreshore setback from Alexandra Canal should include native trees and grass species. The trees should be sited as far back from the canal edge to allow for a future cycleway and pedestrian link. 	<p>car spaces for industry pursuant to Clause 7.8 of the SLEP 2012.</p> <p>The development will include the required number of bicycle parking spaces in accordance with the Sydney DCP. A total of 24 bicycle spaces are proposed based on 25-32 permanent staff.</p> <p>Waste storage areas are shown on the architectural plans and collection will occur on-site in the south-eastern and south-western corners of the site.</p> <p>The Waste Management Plan addresses and complies the <i>City of Sydney Guidelines For Waste Management In New Developments 2018</i>.</p> <p>A Wayfinding Strategy has been provided as part of the architectural plans.</p> <p>The proposed signage on the building is documented in the signage plans. The proposed signage complies with the SDCP 2012 and an assessment in accordance with the advertising and signage provisions of <i>State Environmental Planning Policy (Industry and Employment) 2021</i> is provided at Appendix C.</p> <p>The Project requires the removal of eight trees, up to three of which have medium retention value.</p> <p>LOGOS has prepared an Arboricultural Impact Assessment accompanies, as part of the EIS, which details the condition of the existing trees to be removed.</p>

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
			<p>The proposed landscaping plan has been developed with consideration for Council's Landscape Code.</p> <p>The proposed landscaping with the foreshore setback is documented in the Landscape Concept Plans that accompany the SSDA. The landscape concept makes provision for a future cycle and pedestrian link along the canal banks.</p>
City of Sydney Council	<p>Online meeting on 26 July 2022 with City of Sydney Council's Social Strategy Team.</p> <p>Email correspondence with City of Sydney Council on 16 August 2022.</p>	<p>Council provided feedback to inform the preparation of the Social Impact Assessment (SIA).</p> <p>Key themes discussed include:</p> <ul style="list-style-type: none"> ▪ <u>Environmental sustainability</u>: including an opportunity for solar power generation. ▪ <u>Community education</u>: Potential for traineeship or community education about the project and future operations. ▪ <u>Innovation</u>: The project use being appropriate for this area. There is a desire for increased tech and innovation within the City of Sydney, and this site will be a contributor. ▪ <u>Traffic and transport</u>: public and active transport access to and from the site and the availability of parking. <p>LOGOS requested City of Sydney Council provide further information on the restrictive covenant associated with the landscaped setback to Alexandra Canal.</p> <p>City of Sydney Council noted that replacement planting for street trees a should be proposed in</p>	<p>These matters have been addressed in the SIA that accompanies the SSDA.</p> <p>The landscape plans have been prepared in accordance with Council recommendations.</p> <p>An Arboricultural Impact Assessment accompanies the SSDA.</p>

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		accordance with the City of Sydney Street Tree Master Plans 2011 and be supported by an arborist report.	
City of Sydney Council	<p>Online meeting on 9 September 2022 with the following City of Sydney Council departments:</p> <ul style="list-style-type: none"> ▪ Planning ▪ Urban Design ▪ Tree Management ▪ Landscape ▪ Public Domain ▪ Sustainability ▪ Waste. <p>Letter dated 13 July 2022 provided by Council summarising issues discussed during pre-lodgement meeting.</p>	<p>Key matters raised were:</p> <ul style="list-style-type: none"> ▪ Waste: Requirements for waste storage areas. ▪ Substations; Consider opportunities to incorporate within the design. ▪ Landscape: Council generally agreed that the proposed planting scheme and landscape setback are acceptable. Canopy that falls outside of the site cannot be included in 15% canopy cover. ▪ Facades: Further modulation of Burrows Road frontage required to break up length of development. ▪ Stormwater: Further consultation with Council is required to discuss the drainage system. 	<p>Required waste storage areas have been addressed in the Waste Management Plan that accompanies the SSDA.</p> <p>The substation design and location is dependent on the technical specifications from Ausgrid.</p> <p>The tree canopy cover satisfies the 15% requirement as specified in the SDCP 2012.</p> <p>The design has been further refined and modulated to address the length of Burrows Road façade.</p> <p>LOGOS has undertaken further consultation with Council to reach in-principle agreement on the proposed stormwater management system.</p>
Environment, and Heritage Group	Email correspondence with DPE's Environment and Heritage Group on 21 and 26 September 2022.	A Request for BDAR Wavier was submitted to the Environment and Heritage Group for consideration on 21 September 2022.	No further action required.
Agencies and service providers			

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
Heritage NSW	Phone call with Heritage NSW on 24 August 2022	<p>Heritage NSW confirmed that once the SSD documentation is lodged with DPE, it will be referred to Heritage NSW for review and comments would be included in the SEARs.</p> <p>Heritage NSW provided supplementary information and clarifications on what would be recommended as for inclusion in the SSDA documentation.</p>	<p>LOGOS notes the additional information and matters for clarification which will be addressed as part of the SSDA documentation.</p> <p>LOGOS will continue to engage with Heritage NSW and offer the opportunity to comment / provide feedback on plans.</p>
Sydney Water	Email correspondence with Sydney Water on 28 June 2022	Sydney Water confirmed that on-site detention is not required for any development at 28 – 30 Burrows Road, St Peters.	<p>Noted.</p> <p>LOGOS will continue to engage with Sydney Water and offer the opportunity to comment / provide feedback on plans.</p>
Transport for NSW (TfNSW)	Email correspondence between TfNSW and Colston Budd Rogers & Kafes Pty Ltd dated 5 September 2022	<p>TfNSW advised that there do not appear to be any significant traffic and parking concerns noting the traffic generation and location of the site on a regional classified road.</p> <p>TfNSW advised that internal review was ongoing given proximity to WestConnex.</p>	<p>The Project Team has consulted with TfNSW and the issues raised have been incorporated into the Transport Impact Assessment.</p> <p>LOGOS will continue to engage with TfNSW and offer the opportunity to comment / provide feedback on plans.</p>
Transport for NSW (TfNSW)	Email correspondence between TfNSW and Colston Budd Rogers & Kafes Pty Ltd dated 21 September 2022	<p>TfNSW reviewed the material and advised that the proposed application has a negligible impact to the surrounding classified road network. As such, TfNSW has no requirements for the application.</p> <p>The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004,</p>	The car parking areas will comply with the relevant Australian Standards as required and is documented in the TIA.

Stakeholder	How this group was consulted	Issues and feedback discussed	Project response
		AS2890.6-2009 and AS 2890.2-2018 for heavy vehicle usage.	
Fire and Rescue NSW	LOGOS provided written information and offered to set up a meeting with Fire and Rescue NSW on 28 September 2022.	It is expected that the SSDA will be provided NSW Fire & Rescue as part of the formal public exhibition process. Any issues raised by the agency will be addressed as part of the Response to Submissions.	LOGOS is committed to working with NSW Fire & Rescue to address any matters raised following the public exhibition process.
Ausgrid	New connection application submitted to Ausgrid on 28 March 2022. Design Related Serviced Offer provided by Ausgrid on 30 March 2022.	Ausgrid has confirmed that three chamber substations are likely to be required for the proposed development in accordance with current network standards.	Consultation with Ausgrid regarding the connection will be ongoing as part of the next phase of detailed design.
Community			
Surrounding local landowners, businesses and tenants	<p>Letter box drop of community newsletter to surrounding properties on 18 August 2022.</p> <p>One community response received on 12 September 2022.</p> <p>See Appendix A for the newsletter and Appendix B for the distribution area.</p>	At the time of writing this report, one response was received from a neighbour, who requested further consultation regarding an existing sewer easement on the adjoining property.	<p>LOGOS is committed to working together with adjoining property owners and Sydney Water to determine an appropriate sewer solution.</p> <p>LOGOS will continue to reach out to surrounding local landowners, businesses and stakeholders as the project progresses.</p>

4. FUTURE COMMUNITY AND STAKEHOLDER ENGAGEMENT

LOGOS welcome feedback on the proposal and will continue to keep stakeholders and the community informed of the project approval process through the exhibition and determination phases by:

- Providing information through a letterbox drop on how the community's views have been addressed
- Enabling the community to seek clarification about the project through the two-way communication channels.

DISCLAIMER

This report is dated 29 September 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of LOGOS Development Management Pty Ltd (**Instructing Party**) for the purpose of Engagement Outcomes (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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

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

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

APPENDIX A

NEWSLETTER

SYDNEY FLIGHT TRAINING FACILITY



LOGOS Development Management Pty Ltd (LOGOS) is planning to build a new flight training facility at 28-30 Burrows Road, St Peters. The proposed new building and car park will accommodate purpose-built facilities to train pilots and cabin crew.

LOGOS is seeking approval from the Department of Planning and Environment (DPE) through the State Significant Development Application (SSDA) process. On behalf of LOGOS, Urbis are preparing an Environmental Impact Statement (EIS). An EIS is a document that details the potential impacts of building and operating the facility. This assessment will also suggest mitigation measures to minimise these impacts.

Before taking this next step, LOGOS would like to hear from neighbours and the community. Feedback will be collated into a report, which will be included as part of the EIS.

ABOUT THE PROJECT

The new flight training facility will include:

- 8 full motion flight simulator bays
- Full-scale cabin evacuation emergency trainer
- Administration and training facilities
- Maintenance workshop
- Briefing rooms and classrooms
- Pilots lounge
- Reception area, lunch room and amenities

The project will also include:

- Demolishing the existing buildings at 28-30 Burrows Road, St Peters
- Building a new driveway that surrounds the perimeter of the building
- A 10 metre wide landscaped setback between the new driveway and Alexandra Canal
- 33 car parking spaces at the rear of the building.

Figure 5 Community newsletter - front



SEEKING DEVELOPMENT APPROVAL

The proposed flight training facility at 28-30 Burrows Road, St Peters is within the Southern Enterprise Area, which supports a variety of employment-generating land uses, including business parks, and industrial and urban services.

The proposed facility is on land zoned for IN1 General Industrial use under the City of Sydney Local Environmental Plan 2011 (SLEP 2021), which permits general industry uses with development consent.



<p>MORE INFORMATION</p> <p>LOGOS has commissioned Urbis Engagement to collect your feedback and provide further information.</p>	<p>You can reach the team on:</p> <p>✉ engagement@urbis.com.au</p> <p>☎ 1800 244 863</p>	
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ABOUT LOGOS

LOGOS is a dynamic and growing logistics specialist with operations across 10 countries in Asia Pacific. LOGOS manages every aspect of logistics real estate, including investment management, sourcing land or facilities and undertaking development and asset management, on behalf of some of the world's leading global real estate investors. LOGOS has around 9 million square metres of property owned and under development, with a total completed value of over US\$18 billion. LOGOS is committed to keeping near neighbours informed. As plans are further developed, LOGOS will provide more information.

Figure 6 Community newsletter - back

APPENDIX B

DISTRIBUTION AREA



Figure 7 Distribution area

