



ENGAGEMENT SUMMARY TABLE

Stakeholder	How this group was consulted	Feedback	Project Response
Government			
Blacktown City Council	LOGOS met with Blacktown City Council (Council) on 2 June 2022 to provide information on the proposal and seek feedback.	The below key issues were required to be addressed in the proposed development for lodgement: Building setbacks and landscaping 20m setback required to Great Western Highway, M4 Motorway and Prospect Highway. - Warehouse 1 and 2 are required to be setback 7.5m from Flushcombe Road in-line with Huntingwood DCP. - All setbacks are to be landscaped and maintained as open space. - The building including carparking areas are to be set back 20m + 10m (buffer) from the two creek lines onsite. Trees and vegetation - Trees located on site are to be retained where practicable in	Building setbacks and landscaping - The proposed development has been designed to accommodate at minimum a 20m setback to the nominated major roads. All setbacks are fully landscaped except for a minor variation associated with the overflow car parking to the south of Building 2 and facing the M4 motorway. This has been justified in detail within the EIS having regard to the extensive visual screening from the road reserve. It is also noted the developments to the west include extensive hardstand areas within the 20 metre setback to the M4 motorway. - A 5m setback is proposed for Flushcombe Road as the warehouses are corner allotments and the primary frontage is Augusta Street. A 7.5m landscaped setback

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		accordance with Council's resolution in May 2018. 6. There is value in retaining mature vegetation, specifically for the boundaries with the Great Western Highway and M4 Motorway. 7. The site is to be assessed by a qualified ecologist regarding the biodiversity value onsite, mapping the extent of native vegetation. Any vegetation to be remove is to be appropriately offset. A BDAR is to be prepared for any application. Management of the vegetation and riparian corridor 8. A Vegetation Management Plan (VMP) is required. The VMP is to be in perpetuity given that all land the subject of development is privately owned. Visual dominance of the proposal on the surrounding area 9. The site is considered to have high visual sensitivity. Visual mitigation measures therefore are important to the site. The proposed development will have a serious impact on the streetscape and will be overly dominant impact on the Great	has been provided to the Augusta Street frontage in-lieu. 3. Detailed in the Landscape Plan by Habitat8, all setbacks are landscaped and will be maintained appropriately. 4. A 20m + 10m buffer area has been provided for Blacktown Creek riparian corridor. As identified in the Biodiversity Development Assessment Report (BDAR), the western swale does not contain the level of biodiversity value of a category 2 riparian corridor in line with Huntingwood DCP. As such, the 5m buffer is sufficient to maintain the value of the waterway. Trees and vegetation 5. Trees onsite have been retained where practical and will be protected during the construction of the development. A comprehensive landscaping plan has also been prepared for the site, introducing an additional 0.8ha of landscaped area. 6. Vegetation onsite has been retained were practicable. Please refer to the BDAR.

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		Western Highway, M4 Motorway and Prospect Highway road corridors. A Visual Impact Assessment should be prepared to support any application. Council will provide detailed commentary as EIS exhibition stage. Traffic and parking 10. A comprehensive traffic impact assessment report prepared by a suitably qualified traffic engineer is to be submitted with the EIS noting the following: - Details on ingress and egress - Permissions arrangement with TfNSW for access from Great Western Highway. - Resolution of any potential truck / car conflict. - Adequate car parking provision under Huntingwood DCP. - Compliance with the relevant Australian Standards Augusta Street and road closure 11. The applicant indicated in the meeting that they have started negotiations with Council's Property section regarding the closure of part of the closure of Augusta Street to	7. A BDAR has been prepared by a qualified ecologist to assess and map vegetation onsite. Management of the vegetation and riparian corridor 8. A VMP will be prepared for the proposed development post consent, and a restriction appropriately applied to the site to guarantee vegetation management by owners into the future. Visual dominance of the proposal on the surrounding area 9. A VIA has been prepared to support the proposed industrial precinct. Traffic and parking 10. A Traffic Impact Assessment has been prepared by a qualified traffic engineer to support the proposed development. This report includes swept path diagrams, access arrangements, parking assessments, compliance assessment against relevant Australian Standards amongst other matters with regard to the proposed development. Augusta Street and road closure

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		include as part of the development. Given the site is to be owned by a single owner, is the part closure of Augusta Street required. Integrated development 12. The proposed development is Integrated Development under Section 4.46 of the Environmental Planning and Assessment Act 1979 and requires referral to: NRAR Transport NSW NSW Department of Industries National Parks and Wildlife Services Act Heritage and archaeology 13. The application will require a Heritage Impact Statement to address any potential impacts on the State Significant heritage item – St Bartholomew’s Church and Cemetery adjacent to the eastern boundary of the subject site. Proposed signage on the Great Western Highway 14. The Huntingwood Precinct DCP does not permit freestanding signs	11. The discussions surrounding part closure of Augusta Street are ongoing with Council and will be resolved as a post-consent matter. Integrated development 12. Section 4.41 of the Environmental Planning and Assessment Act 1979 states that the relevant approvals for integrated development relevant to the site are not required for SSD. It is understood that these agencies may require referral of the proposed development. However, integrated development approval is not required. Heritage and archaeology 13. A Heritage Impact Statement has been prepared addressing potential view impacts to St Bartholomew’s Church with relation to the proposed development. Proposed signage on the Great Western Highway 14. Freestanding pylon signs have been located adjacent to the Flushcombe Road and Great Western Highway intersection as well as the new intersection with the Great Western Highway for the

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		to be located on frontages facing, and within the setback to, the M4 Motorway and the Great Western Highway. 15. In light of the above, any other signage (i.e. including freestanding signage) to be located away the M4 Motorway and the Great Western Highway will require a Schedule 5 Assessment criteria under Chapter 3 – Advertising and Signage of the State Environmental Planning Policy (Industry and Employment) 2021. Noise assessment and hours/days of operation 16. The SSDA would require an acoustic report from a suitably qualified consultant, and identify necessary mitigation measures to minimise the potential environmental impacts from noise generated by the proposed development on adjoining development (especially the impact on the adjoining residential zones in view of the 24 hours 7 days operation being sought.	eastern portion of the site. These signs will assist drivers/visitors by providing clear wayfinding and facilitate safe vehicle movements to access the site. 15. The proposed signage has been considered against the requirements of Schedule 5 of the Industry and Employment SEPP. Noise assessment and hours/days of operation 16. A Noise and Vibration Impact Assessment (NVIA) has been prepared to assess the potential impact of, amongst other matters. 24 hours per day, 7 days per week operation on the residential zones across the Great Western Highway.

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	LOGOS met with Council's City Architect on 2 August 2022 to discuss façade options.	The below initial feedback was provided: A higher level of detail and clarity is required, considering the scale and significance of the project. It is essential to establish and comprehend the design narrative or concept behind the development. The Design Architectural Design Report provides a comprehensive overview of the specifics mentioned in this initial submission (Option 1) to the City Architect in August 2022.	LOGOS and Pace Architects undertook further design development which included review of alternative façade cladding options, further articulation of structure and layering of materials. Consideration was given to the scale of the building and its visual exposure. The architectural intent, to create a functional and efficient industrial estate and provide operational manoeuvrability, has been maintained whilst also taking into consideration the visual impact. This intent was achieved with the juxtaposition of forms, offsetting offices, and creating a mix of grounded and elevated forms.
	A secondary meeting with Council's City Architect was held on 16 December 2022 to further discuss the façade options.	The revised improved design presented in a meeting in December 2022 was 'favourably received' by the City Architect. No detailed commentary was made on the design. The Design Architectural Design Report provides a comprehensive overview of the specifics mentioned in this submission (Option 2) to the City Architect in December 2022.	LOGOS and Pace Architects have adopted the design development showcased in December 2022 into the submission documents.

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	LOGOS met with Council on 9 March 2023 to discuss a second DA for the site for proposed civil works and associated lot consolidation and subdivision. At the time of writing this report, this DA is no longer being pursued by LOGOS.	N/A	N/A
Department of Planning and Environment (DPE), specifically: Planning and Assessment team	LOGOS met with DPE's Planning and Assessment team on 21 July 2022 to provide information on the proposal and seek feedback.	Throughout the meeting, the following matters were discussed: - DPE requested applicant meet with Council's architect to discuss approach to design prior to lodgement. - Design specifically: - The accuracy of landscaping shown in preliminary photomontages – final lodgement versions are to provide baseline condition with incremental growth. - Sightlines in preliminary photomontages – final lodgement versions are to be based on accurate eyesight lines from relevant locations (rather than higher levels from drone). - Height of the proposed development in comparison to the	- LOGOS met with Council prior to lodgement of the SSDA to discuss the design approach. - LOGOS provided updated response from design team, including façade treatment and visual impact assessment. - LOGOS noted this feedback and addressed these comments in the Noise and Vibration Impact Assessment. - LOGOS explained the rationale to DPE regarding the need for access to the Great Western Highway, including need to retain the creek corridor, ability to disburse traffic exiting and accessing via Flushcombe Road. TfNSW was consulted and in-principle agreement provided to facilitate

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		previously proposed, though not carried out, data centre. ▪ The visual impact assessment must provide a comprehensive review of multiple sightlines/viewpoints, considering the bulk and scale of the building, its visual catchment and site context, including the sloping topography. 3. Noise and amenity ▪ Requested that requirements are addressed within the Noise Impact Assessment (nb this will require adoption of a worst-case scenario for speculative development). ▪ Questioning on the acoustic treatment on the ramp. Needs to be understood, designed, and of course shown on any renders / VIA images. 4. Engagement with TfNSW regarding access to the Great Western Highway. Noted the overflow carparking to be provided in line with what is Council's expectations. 5. Planned stakeholder engagement.	additional access from the Great Western Highway 5. LOGOS provided information on the planned stakeholder engagement specifically the relevant agencies and detailed the community engagement undertaken to date. LOGOS raised that its acoustic engineer is looking to engage with DPE in future to ensure their modelling is conducted correctly.
Relevant agencies			

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Heritage NSW	On 31 May 2022, Coast History & Heritage (on behalf of LOGOS) contacted Heritage NSW requesting pre-lodgement advice regarding the proposed redevelopment at Augusta Street Huntingwood (SSD-36138263) and the potential impact on the nearby State Heritage Register (SHR) item 'St Bartholomew's Anglican Church (former) and Cemetery' (SHR 00037).	On 7 July 2022, Heritage NSW – Senior Heritage Assessment Officer advised: - Heritage NSW draws your attention to the fact that there is a Conservation Management Plan (CMP) for the SHR item dated 1994, which outlines conservation policy regarding significant views which may be relevant to consider in any Heritage Impact Statement produced. The following preliminary comments are provided: - Impacts of the proposed development on the significance of the place should be assessed in the Heritage Impact Statement in accordance with the relevant NSW guidelines: Statements of Heritage Impacts and Assessing Heritage Significance. - Impacts to any potential archaeological resource in the area should be assessed on the Heritage Impact Statement in accordance with Assessing Significance for Historical Archaeological Sites and 'Relics', 2009.	Heritage NSW preliminary comments and area of concern relating to St Bartholomew's Church and Cemetery have been addressed in the HIS. Consideration has been given to the bulk and scale of the development from the different vantage points adjacent to the subject site. Existing mature tree coverage has been maintained to the east alongside plans to use landscaped setbacks to create dense coverage in proceeding years, helping to minimise disturbances to views from the church and local residents. Building height in the east has been reduced during design development from RL110 to RL107 to reduce impacts to sight lines. Consultation with Heritage NSW regarding the St Bartholomew's Church will be ongoing as part of the next phase of detailed design.

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		- Views to and from the item should be acknowledged and addressed in the design of the buildings, and their bulk and scale. Areas of concern include: - Impact on views to and from the item may be detrimental to the existing views from within its historical setting.	
Transport for NSW (TfNSW)	LOGOS together with Traffic Consultants MU Group & CBRK have been in consultation with TfNSW from June 2022 to discuss the: - Proposed direct access to the Great Western Highway from the eastern side of the development (Building 5) - Proposed upgrade to the Flushcombe Road / Great Western Highway signalised intersection This consultation included: - Meeting on 28 June 2022 - Meeting on 20 September 2022 - Meeting 21 December 2022 - Meeting on 6 February 2023 - Meeting on 23 February 2023	Throughout this consultation, TfNSW provided the following feedback on the proposed access solutions and traffic assessment. The below is a summarisation of multiple emails and meeting correspondences: Item 1 (Email - 13 October 2022): It is the preference of TfNSW to have access to the eastern side of the development site from the local road network as opposed to a left in left out arrangement from Great Western Highway. TfNSW advises that the practice of reducing accesses along movement corridors and classified roads provides many safety and efficiency benefits and therefore would not consider additional accesses unless warranted.	Several meetings have occurred with Transport for NSW (TfNSW) between June and May 2023. Responses to the TfNSW feedback are summarised into key points below. Response to Item 1: The Blacktown City Council Huntingwood Precinct DCP (amended 2020) contemplates a LI/LO access to GWH from the subject site . TfNSW have provided an in-principle agreement to facilitate the additional access from the Great Western Highway Response Item 2: The proposed direct access solution of the GWH allows for the 1st Order Blacktown Creek and riparian corridor to undertake substantial restoration works directed to provide habitat for threatened fauna

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	- Meeting on 13 March 2023 - Meeting on 2 May 2023. - Ongoing email correspondence	Item 2 (Email - 13 October 2022): TfNSW requests that investigations into the creek crossing occur. It is recommended that consideration be given to multiple locations along the creek line to find the site with the least amount of environmental impact as possible. Item 3 (Email – 13 October 2022): With regards to the proposed changes at the intersection to Flushcombe Road and the Great Western Highway, TfNSW provided a number of comments that would be required to be incorporated into the design and traffic analysis of the intersection. Key focus was on pedestrian access, modelling requirements and requirement for increased slip land to right turn lane off the GWH (north bound). Item 4 (Email - 16 December 2022): Left in Left out access is located within the new proposed traffic signal for the Prospect Highway upgrade and TfNSW have safety and operation concerns with regards to the location of the access on Great Western Highway in relation to the new traffic signal. As an alternative option, TfNSW suggests that you consider and investigate obtaining access to the site from the intersection	(Fishing Bat and the Green and Golden Bell Frog) recognised by Blacktown City Council as once widespread in the local area, especially Green and Golden Bell Frog. Fragmentation of this conservation area via potential alternative Blacktown Creek crossing locations will diminish the value and potential of this proposed ecologically sustainable development and are contrary to the Huntingwood DCP. Response to Item 3: Flushcombe Road / Great Western Highway signalised intersection comments were adopted into the updated design. TfNSW largely supportive of the Flushcombe Road / Great Western Highway signalised intersection upgrade with minor comments suggested to the design. Response to Item 4: A new access point (“fourth leg”) to link to the proposed future Prospect Hwy signalised intersection was presented to TfNSW on 6 February 2023. TfNSW provided feedback across a number of meetings and emails with minor modifications to the to the proposed new intersection design fourth leg (swept paths, pedestrian crossings, shared pathway). Design feedback

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		currently being constructed at Great Western Highway to the east of the site. Access from the intersection would allow a left-hand deceleration lane into the site to be constructed in connection with the intersection and a right-hand signalised turn from The Great Western Highway. TfNSW considers this to be the only option where access to and from the site from The Great Western Highway to be safe while minimising impacts to the efficiency of the state road network.	provided by TfNSW has been incorporated into the design refinement of the intersection by LOGOS appointed traffic engineers MU Group.
Sydney Water	LOGOS submitted a feasibility application with Sydney Water under Case No. 199794	Sydney Water provided an advice letter on (TBC) that included indicative and potential requirements should LOGOS apply for a Section 73 Certificate.	LOGOS will continue to consult and provide project updates to Sydney Water and offer the opportunity to comment / provide feedback on plans.
Fire and Rescue NSW	Affinity Engineering (on behalf of LOGOS) emailed Fire & Rescue NSW on 1 June 2023, requesting a meeting to discuss the project design and options available to review fire rating levels within Multi Storey Warehouses.	Fire and Rescue NSW provided feedback via an email on 6 June 2023, advising that FRNSW advises Affinity to proceed to a Fire Engineering Brief Questionnaire (FEBQ)/Performance Based Design Brief (PBDB) for comment on this project. Should a meeting be required, it may be facilitated alongside the FEBQ/PBDB.	Consultation with Fire and Rescue NSW regarding the fire design will be ongoing as part of the next phase of detailed design. A meeting will be requesting once a FEBQ/PBDB is created.
Natural Resources Access Regulator (NRAR)	Anne Clements & Associates (on behalf of LOGOS) emailed NRAR Water Regulation team on 27 October 2021,	On 29 October 2021, NRAR advised that Blacktown Creek was a 1 st Order	LOGOS will continue as required to consult and provide project updates to the Natural Resources Access

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	seeking advice on NRAR's classification of Blacktown Creek.	watercourse and is monitored under the Water Management Act 2000.	Regulator (NRAR) and offer the opportunity to comment / provide feedback on development plans.
Endeavour Energy	Edgewater Connections (on behalf of LOGOS) submitted a Technical Review Enquiry Application with Endeavour Energy (EE) on 5 April 2023. Edgewater Connections is a Level 3 Accredited Service Provider, authorised by NSW Trade & Investment to carry out Overhead & Underground Electrical Network Design on all three of NSW's electrical supply authorities.	On 4 May 2023, Endeavour Energy advised: 1. Edgewater Connections (ASP) are currently designing the high voltage feeder under ARP5195 as the main supply to the industrial subdivision. The customer has requested for a technical review into supplying the subdivision should a potential tenant's load exceed the full capacity of the newly installed feeder. 2. For any new feeder EE will only allow the feeder to be energised to 80% capacity. 3. In EE's review, three nearby 11kV feeders have spare capacity to connect into. However, these feeders are not directly adjacent to the site and some switching may be required to bring the feeders closer to the site. 4. An application for Connection of Load must be submitted and subsequent designs certified, with	Consultation with Endeavour Energy regarding the connection will be ongoing as part of the next phase of detailed design.

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		Endeavour Energy to reserve capacity on the network.	
	LOGOS contacted Endeavour Energy Easement Team on 10 March 2022 inquiring into permissible uses, required clearances, approval process and submission fees within the 132kVA Electrical Easement.	On 16 March 2022, Endeavour Energy advised: 1. If you are planning on changing the levels within the easements for hardstands and truck activities including storing containers etc., you will need to provide a Centre Line Profile (CLP) survey. 2. Minimum clearances of 3m from conductors in all directions, all ways, all times. This will include when there is a load on the network and conductors sag under extreme load & heat and sway in very windy positions. The abovementioned CLP survey will help us determine what clearances are available. 3. There are no fees to review and offer comment. 4. EE delays could be a couple of weeks turnaround for a response unless more information is required.	Consultation with Endeavour Energy regarding the easement will be ongoing as part of the next phase of detailed design.
NSW Rural Fire Services	No engagement undertaken. Ecological have confirmed this was not required.	N/A	N/A

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Community			
Near neighbours located in: ▪ Ollier Crescent ▪ Brae Steet ▪ Tyne Place ▪ Desley Crescent ▪ Chapel Circuit ▪ Hampton Crescent. Broader community members Local businesses, including: ▪ Atura Blacktown ▪ Blacktown Animal Holding Facility ▪ Hitachi Australia ▪ VCV Sydney ▪ Friends of St Bartholomew's	Urbis Engagement (on behalf of LOGOS) conducted the following engagement with community stakeholders: ▪ Community newsletter distributed on 5 June 2022 to 441 properties. The newsletter included details of the project email and phone number managed by Urbis Engagement to answer questions and collect feedback. A copy of this newsletter is included in Appendix A and a record of distribution in Appendix B. ▪ Two doorknocks with 84 of the nearest residences on 10 and 17 June, discussing the project, inviting feedback and providing the opportunity to ask questions. A map of the doorknocked properties is included in Appendix C. ▪ An online information session was held on Wednesday 22 June at 5pm, online via Zoom. Attendees were presented with information about the project, and then given the opportunity to ask questions of the project team. A copy of the	Throughout this consultation, the following items were discussed: 1. Noise due to trucks driving up the ramp, forklift noise, which is proposed to be located opposite residential neighbours. 2. The operation hours, number of expected truck movements and excessive car parking. 3. Traffic flow along Flushcombe Road, particularly due to the highly active commercial area. 4. Why additional pedestrian lights are included due to the impact on traffic. 5. Dust management during excavation. 6. The planting of mature trees to reduce noise impacts. 7. Drainage and water retention and concern that runoff from the site will cause local flooding. 8. Information on the SSDA process, particularly on whether this process	1. The NVIA assesses the noise impacts of the proposal including noise logging to determine the baseline level of noise. The design has positioned loading areas away from residents to the north and acoustic treatment will be conducted along the ramp to reduce noise impacts. 2. LOGOS advised the proposal is for 24-hour use of the warehouses however, as tenants have not been secured yet, there is no guarantee that the tenant will operate 24 hours per day. The Traffic Impact Assessment includes truck movement modelling for peak hours. This assessment will be available to view during Public Exhibition. The car parking requirements are determined by Council. 3. LOGOS is consulting with TfNSW to determine the impact on the proposal to existing traffic flow. 4. LOGOS is upgrading and including more pedestrian lights in line with TfNSW and Council's requirements.

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	presentation slides are included in Appendix D. ▪ A project website went live on 3 June 2022 and provided information about the proposed development, the planning process and contact details for enquires. The website landing page is in Appendix E. ▪ A letter distributed on 9 May 2022 to 441 properties provided project updates regarding the new vehicle access pathways resulting from the Prospect Highway upgrades. A copy of this letter is included in Appendix F and a record of distribution in Appendix G.	is designed to bypass Council regulations. 9. How to access documents during Public Exhibition.	5. In addition to screening, LOGOS will have water trucks on site during excavation to minimise dust impacts. 6. LOGOS advised the transportation of mature trees is usually unsuccessful. Planting of reasonable size tree (100L) will help mitigate noise impacts. 7. Urbis Engagement (on behalf of LOGOS) advised that an Integrated Water Management Plan, which must: ▪ outline the water-related servicing infrastructure required by the development (informed by the anticipated annual and ultimate increase in servicing demand) and evaluates opportunities to reduce water demand (such as recycled water provision). ▪ detail the proposed drainage design (stormwater and wastewater) for the site including any on-site detention facilities, water quality management measures and nominated discharge points, on-site sewage management, and measures to treat, reuse or dispose of water.

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			▪ demonstrate compliance with the local council or other drainage or water authority requirements and avoids adverse downstream impacts. ▪ This Integrated Management Plan will be submitted when the proposal is lodged and will form part of the Department's assessment of the proposal. 8. LOGOS and Urbis Engagement provided information on the SSDA process with particular focus on the criteria for SSDA projects, in this case the capital investment value of over \$10 million and advised LOGOS is consulting with Council to receive its feedback. 9. LOGOS and Urbis Engagement advised that once Public Exhibition opens, all documents lodged as part of the proposal will be available via DPE's Major Projects Portal by searching the site address or SSDA number. A link to the portal was provided to the attendees of the information session following the session.