



Submissions Report

Lot O, 200 Aldington Road, Kemps Creek

SSD-96107226 and SSD-10479-Mod-7

Submitted to the Department of Planning, Housing and Infrastructure
on behalf of Stockland Fife Kemps Creek Trust

Prepared by Colliers Urban Planning

3 August 2026 | 2250566



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Colliers Urban Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past and present.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

Contact	Gordon Kirkby Director	Gordon.kirkby@colliers.com
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This document has been prepared by	This document has been reviewed by
 	

Paddy Iffland Ben Porges	3 August 2026	Gordon Kirkby	3 August 2026
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Version No.	Date of issue	Prepared by	Approved by
A (WORKING DRAFT)	13/07/2026	PI	BP, GK
B (DRAFT)	31/07/2026	BP	GK
C (FINAL)	03/08/2026	BP	GK

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Attachments

Attachment	Author
A. Submissions Register	Colliers Urban Planning
B. Updated Mitigation Measures	Colliers Urban Planning
C. Amended Stormwater Management Report	AT&L
D. Sydney Water Growth Data Form	AT&L
E. Updated Architectural Drawings	Reid Campbell
F. Updated Sustainability Report	Cundall
G. Updated Noise and Vibration Impact Statement	SLR

1.0 Introduction

This Submissions Report has been prepared by Colliers Urban Planning on behalf of The Trustee for Stockland Fife Kemps Creek Trust (SFKC) and is submitted to the Department of Planning, Housing and Infrastructure (DPHI). It addresses the submissions and key issues raised following the exhibition of the State Significant Development (SSD) 96107226 which relates to the construction and operation of a warehouse building within Lot O of the 200 Aldington Road Industrial Estate (hereafter referred to as the site).

This Submissions Report has been prepared to response to comments received during the exhibition of SSD-96107226 from state government agencies, Penrith City Council (Council), DPHI and members of the public. This Submission Report also responds to comments received in relation to SSD-10479-Mod-7 which relates to building form and layout adjustments to the Lot O concept envelopes approved under the Concept Plan (SSD-10479).

This Submissions Report has been prepared in accordance with the State Significant Development Guidelines – Preparing a Submissions Report. The Submissions Report should be read in conjunction with the supporting technical information (refer to the Table of Contents).

2.0 Analysis of Submissions

During the exhibition of SSD- 96107226 and SSD-10479-Mod-7, government agencies and members of the community were able to make submissions on the application.

2.1 Breakdown of Submissions

A total of one (1) submission was received from a member of the public and one (1) submission was received from Council. An additional ten (10) comments were received from government agencies, including a letter from DPHI. No submissions were received from special interest groups.

2.1.1 Government Agencies and Council

Comments and submissions were received from the following local and state agencies:

- Department of Planning, Housing and Infrastructure (DPHI)
- Rural Fire Service (RFS)
- Conservation Programs, Heritage and Regulation (CPHR) Group
- Penrith City Council (Council)
- Heritage NSW
- Fire and Rescue NSW (FRNSW)
- Transport for NSW (TfNSW)
- CPHR – Marine Coast Estuary and Flood (MCEF)
- Sydney Water
- Western Sydney International Airport (WSI Airport)
- Endeavour Energy

2.1.2 Members of the Public

One submission was received from Daniel Mendes (a member of the public).

2.2 Categorisation of Issues

A summary of the issues raised in the submissions received is provided in **Table 1** below.

Table 1 *Summary of Issues Raised*

Category	Issues
The Project	• Suitability of proposed light-duty pavement for emergency vehicle access and parking aisles. • Inclusion and final location of traffic signage within the road design. • Legal access arrangements for the temporary turning bulb / right of carriageway.
Procedural Matters	• Requirement for a Section 73 Compliance Certificate Approval and other Sydney Water requirements following consent.
Economic, Environmental and Social Impacts of the Project	• Demonstration that environmental impacts on surrounding receivers are appropriately avoided, mitigated and monitored. • Compliance with hazardous industry and land-use safety requirements under the Resilience and Hazards SEPP. • General infrastructure contribution and servicing arrangements beyond the SSD assessment.
The justification and evaluation of the project as a whole	• One comment was made in support of the justification of the project as a whole.
Issues that are beyond the scope of the project or not relevant to the project	• No comments were raised which relates to issues beyond the scope of the project or not relevant to the project.

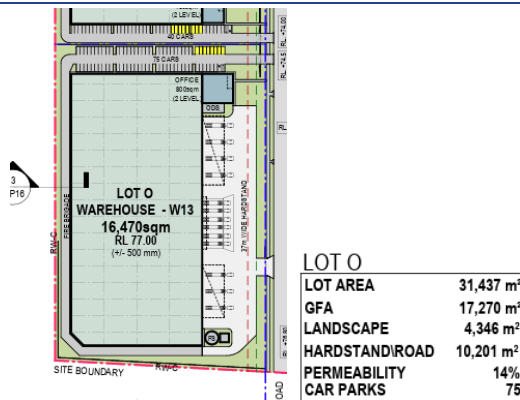
3.0 Actions taken since Exhibition

In considering the scope of the proposed and development and submissions/comments received during the exhibition phase, the project team have prepared a series of addendum reports or have updated documentation that supported the lodgement of SSD-96107226 and SSD-10479-Mod-7. This documentation is appended to this report and outlined in the Table of Contents. Where relevant, these changes are outlined in **Section 4.0**.

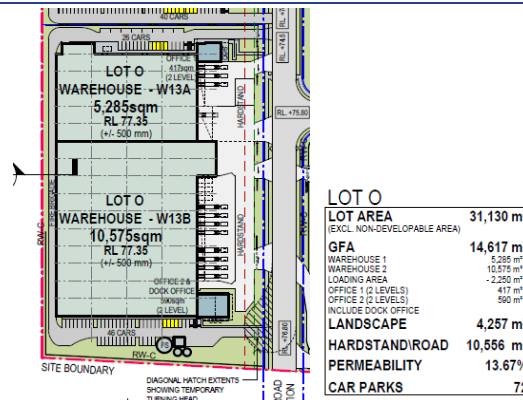
4.0 Response to Submissions

A response to submissions is provided throughout this section.

Comment	Response
Department of Planning, Housing and Infrastructure	
General Comments	
Please clarify the calculation of the proposed net GFA of 14,617 m ² . The development table appears to deduct a 2,250 m ² loading area, but this area is not clearly identified on the drawings and does not match the labelled staging/ante areas. Please revise the relevant drawings and tables to clearly show the areas included in and excluded from the GFA calculation.	Revised GFA calculations are provided under Drawing 1250033_A004 and A802. The area of the loading area has been identified.
The EIS contains inconsistencies in the approved and proposed GFA and site area figures for Lot O: o The EIS identifies the Lot O site area as 31,437 m ² , consistent with the approved drawings. However, Appendix B - Lot O Architectural Drawings, and Appendix C - Concept Plan Architectural Drawings identify the Lot O site area as 31,130 m ² . Please confirm the correct site area and update the relevant documents.	The site area calculations within Drawing 1250033_A004 have been amended to align with the Concept Plan. Lot O has a site area of 31,437m ² , however, this is reduced to 31,130m ² when excluding the non-developable area (the temporary turning head).
The EIS states that the proposal would reduce the GFA. Please confirm the correct reduction based on the approved GFA and the proposed GFA of 14,617 m ² , and clearly identify where this reduction occurs.	The statement in the EIS is correct. As per the latest approved concept plan (Mod 5), Lot O contained a GFA of 17,270m ² . The proposed Lot O development contains a GFA of 14,617m ² . The change in GFA occurs as a result of changes to the built form and increase eastern boundary setback to accommodate the reconfiguration of the car park.



Design of Lot O Under SSD-10479-MOD 5



Design of Lot O as proposed under SSD-10479-MOD 7

The architectural drawings identify light-duty pavement for the proposed brigade access route and parking area. Please confirm that the proposed pavement would satisfy the requirements of the FRNSW safety guideline, Access for fire brigade vehicles and firefighters.

Please ensure the Submissions Report addresses the following inconsistencies and omissions in the EIS package:

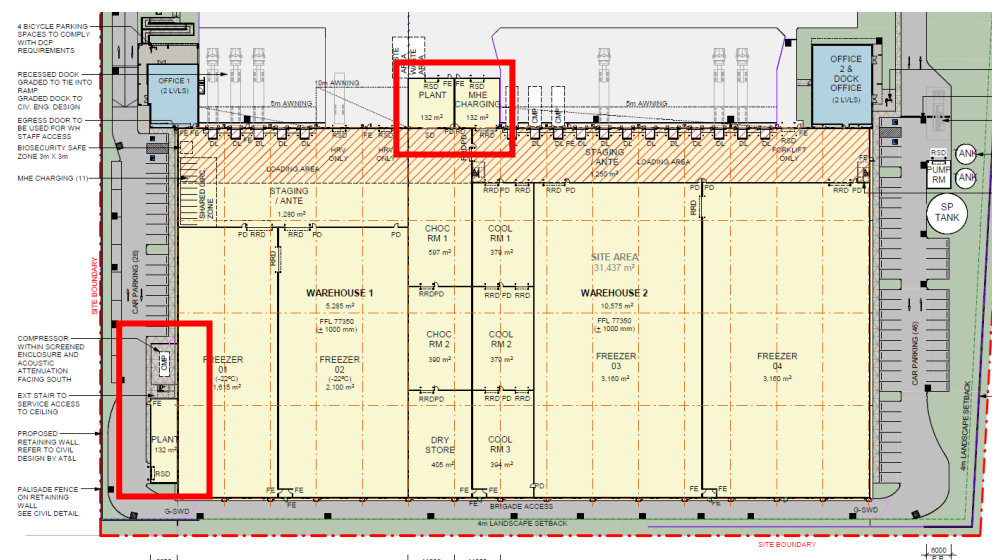
- The site areas for Lots B, E, L, O and the GFA for Lots A, B, C, E, G, J and M shown in the EIS package (architectural plans) are inconsistent with the approved Estate Masterplan.

The EIS states that major mechanical plant (compressors and condensers) are proposed to be housed in an enclosed plant room, however this is not shown in the submitted floor plans or NIA appendices.

The use of light duty pavement for brigade access is capable of complying with the FRNSW Guidelines. This is subject to achieving the required loadbearing capacity for a fire appliance which will be confirmed by a structural/civil engineer post approval.

The site areas for the identified lots are consistent with the site areas submitted under SSD-10479-MOD 6. We note that the modification to SSD-10479 under SSD-10479-MOD 7 relates to Lot O only. All other changes to SSD-10479 have been addressed under SSD-10479-MOD 6.

The mechanical plant for Warehouse 1 will be stored along the western façade and the mechanical plant for Warehouse 2 will be stored along the northern façade. These compressors have been considered in the NIA, as demonstrated in Table 18 of the NIA. An overlay of the equipment has been provided on the floor plan drawings 1250033_A101 & A102



Noise

The EIS states that all major plant and equipment (such as compressors and condensers) would be enclosed within a large plant room located on the eastern side of the warehouse. However, the NIA also identifies an external compressor within a screened enclosure on the western facade of the warehouse. Please clarify this inconsistency and confirm whether the compressors and condensers identified in the EIS are the same plant modelled in Table 18 of the NIA, or separate items of equipment.

The reference to a large plant room on the eastern side is a drafting error and should reference the large plant room to the western side and northern side of the building, as assessed in the NIA.

The NIA states that details of the proposed cold-storage equipment are not currently available and that nominal noise sources have been based on measurements at equivalent facilities. However, Table 18 models the external compressor for Lot O at a sound power level of 68 dBA, based on information provided by the project team. This level appears more representative of a small or low-noise scroll compressor. Please confirm the type, scale, capacity and number of compressors assumed, provide the basis for the adopted 68 dBA sound power level, and demonstrate that it is representative of the proposed cold-storage operation.	Table 18 has been updated to include assumptions on the design and fitout of the plant room, based on the dimensions of the plant room and equivalent facilities. This has also considered information provided by the Applicant on the preferred mechanical design as shown in WH1 Plan and WH2 Plan.
The NIA predicts construction noise levels of 56–71 dBA at the BAPS Temple Mandir, exceeding the applicable NML. Please: - provide the anticipated duration of each construction stage and the operating hours of the BAPS Mandir;	Assumptions on construction duration are provided in Table 13 of the NIA and are subject to confirmation by the construction contractor. However, as noted below, the Mandir is not yet constructed and undergoing design development and modifications with Council. It is likely that the Mandir will not become operational during the construction period of Lot O.
- further investigate feasible and reasonable construction methods and additional mitigation measures to achieve compliance; and	Table 28 identifies that noise levels are predicted to exceed the NML to BAPS Temple Mandir area. This includes a moderate impact between Construction Stage W1 -W5 (8 months pending contractor confirmation) and then a low impact from Construction Stage W6 -W7 (3 months pending contractor confirmation). The Mandir is currently not constructed, with ongoing design development and modifications occurring with Council. The construction of Lot O is likely to occur before the Mandir becomes operational, let alone the first 8 months of moderate impact construction, and therefore the development is not likely to significantly exceed the NML. In the event the Mandir is constructed and becomes operational, their most noise sensitive period will be Sunday afternoons and evenings (based on Condition A16A of SSD-10479). No noise intensive construction is proposed during this period. A list of best practice mitigation measures is provided in Section 7.1 of the NIA.
- provide an analysis showing the predicted noise levels at the BAPS Mandir before and after implementation of the proposed mitigation measures.	As above, it is highly unlikely the Mandir will be operational before the completion of construction of Lot O. No intensive construction is proposed during Sunday afternoons and evening and best practice mitigation measures are included in Section 7.1 of the NIA. As such, a detailed analysis is not warranted.
Appendix L identifies the construction of an interim storage pond on undeveloped land within Lot N, including changes to its size and location. However, the associated construction activities do not appear to have been included in the NIA. Please update the NIA to model and assess the associated construction noise impacts, including cumulative impacts.	The relocation of the interim storage pond from Lot M to Lot N is proposed under SSD-10479-MOD-6. SSD-10479-Mod-7 does not seek approval for the relocation of this interim storage pond to Lot N.
Air Quality	
The Sustainability Report includes an indicative assessment of energy consumption and greenhouse gas emissions. Please provide a detailed Greenhouse Gas (GHG) assessment, including the total annual electricity demand for the whole development; the estimated annual generation from the proposed solar system; and an assessment of the overall	A GHG assessment prepared in accordance with the Australian National Greenhouse Accounts Factors 2024 is provided in Section 3.2 of Appendix F.

energy balance and expected greenhouse gas emissions performance of the development.

Hazards

Please clarify whether the proposed glycol heating and defrosting system will utilise chemicals classified as dangerous goods. If so, please provide the proposed storage quantities and associated location and verify if it changes the conclusion of Appendix T.

Glycol is not classified as a dangerous good under *Applying SEPP 33*.
The development will use Carbon Dioxide (CO2) for defrosting, however, this is a class 2.2 dangerous good which is excluded from the thresholds in *Applying SEPP 33* as outlined in the Resilience and Hazards Assessment.

Penrith City Council

Planning Consideration

The Department should consider the perviousness of the site consistent with section 4.2.3 Landscaping Control 4. Light duty pavement is indicated to be provided for the brigade access and aisles to access the car parking spaces. The Department should consider the suitability of this noting the vehicles and anticipated movements typical in these locations. Discussion should be had with Fire and Rescue NSW to understand their preference for the brigade access pavement.

As detailed above, the use of light duty pavement is capable of complying with the FRNSW Guidelines, subject to detailed design on loadbearing capacity.
Comments have been received by FRNSW who did not raise concern to the use of light duty pavement.

The Final Road Design Plan shall consider the location of the S2 sign for warehouse 2.

The drawings have been revised to outline the location of the S2 sign for warehouse 2. Refer to **Appendix E**.

The Department is to consider legal access for the use of the temporary bulb (i.e. right of carriageway).

The Subdivision Plan which accompanied SSD-10479-Mod-6 includes a right of access for the temporary bulb.

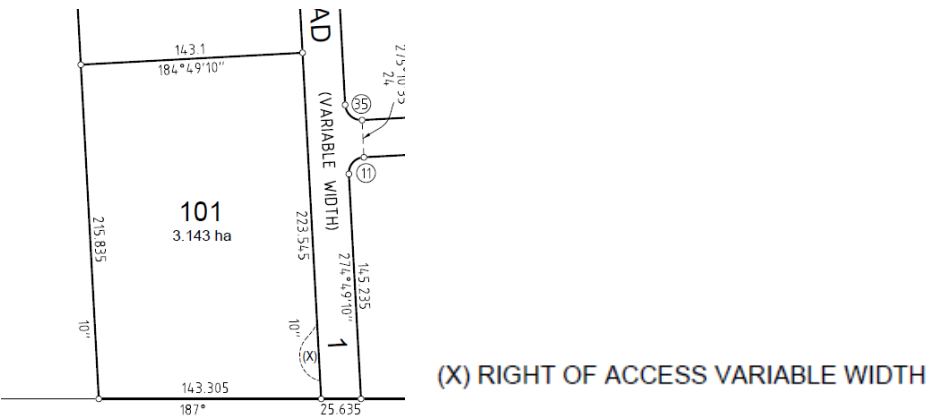


Figure 1 Extract of Mod 6 Subdivision Plan

Source: LTS

Development Engineering Considerations

Council's Development Engineering Department have reviewed the information referred for comment and raise no objections to the proposed development provided concurrence is provided by Sydney Water as the Regional Stormwater Authority for the development subject to the EIS.

The Applicant notes Council's Development Engineering Department raises no objection.
A response to comments from Sydney Water is provided below.

Environmental Management Considerations

the Department should satisfy themselves that the following aspects are adequately addressed:

-

Environmental Management

a) It needs to be ensured that adverse impacts on surrounding receivers and the environment are avoided and mitigated where necessary, in accordance with any relevant planning instrument and the relevant NSW EPA guidelines.

Noted. Contamination and methods of remediation have been addressed under SSD-10479 and complies with the relevant NSW EPA guidelines. This SSD and Concept Modification does not alter the findings of the original assessment.

Hazardous Industry

a) DPHI will need to be satisfied that the proposed development is assessed in compliance with Chapter 3 of State Environmental Planning Policy (Resilience and Hazards) 2021 and that the assessment is undertaken in accordance with relevant guidelines and standards, such as the Hazardous Industry Planning Advisory Papers.

The development is supported by a Resilience and Hazards Assessment which addresses compliance with Chapter 3 of the Resilience and Hazards SEPP.

General Comments

a) We note that DPHI will undertake a comprehensive review of the EIS, including appended technical reports, assessing environmental health impacts. Upon DPHI being satisfied with the application, Council anticipates that any mitigation and monitoring measures contained in the EIS, as put forward in the technical documents (and as refined or modified to satisfy DPHI during the assessment process), will be incorporated into any approval issued by DPHI, ensuring potential environmental impacts can be effectively managed and monitored.

Noted.

DCCEEW (CPHR - MCEF)

MCEF-GS has reviewed the submission and Based on the flood assessment prepared for 200 Aldington Road Industrial Estate (SSD-10479), Lot O is not flood affected. Accordingly, no flood risk management comments are required.

Noted.

DCCEEW (CPHR)

CPHR notes that the proposed development will take place entirely within the existing approved footprint under 200 Aldington Road Industrial Estate Concept and Stage 1 (SSD-10479) which included a Biodiversity Assessment Report that supported the application. The location of the Lot O development is also located on biodiversity certified land under the Cumberland Plain Conservation Plan. CPHR supports the applicant's assessment

Noted.

approach concluding a biodiversity assessment report is not required for this SSD application.

DCCEEW (Heritage NSW)

Heritage NSW is satisfied that Lot O has been adequately assessed as part of the estate-wide studies for SSD-10479. Heritage NSW agrees with the conclusion of the Letter of Advice and has no further comments.

Noted.

Rural Fire Service NSW

The RFS has reviewed the proposal and raises no concern in relation to bush fire, subject to compliance with the conditions recommended in the report prepared by Australian Bushfire Protection Planners dated 08 January 2026.

Noted.

Fire Rescue NSW

FRNSW submit no comments or recommendations for consideration, nor any requirements beyond that specified by applicable legislation at this stage.

Noted.

Transport for NSW

TfNSW has reviewed the EIS and notes that the proposed development is generally consistent with the concept master plan previously approved under SSD-10479 for the 200 Aldington Road Industrial Estate.

Noted. The Applicant does not object to the imposition of conditions provided in TAB A of the TfNSW advice.

As such, TfNSW provides concurrence in accordance clause 2.35 of the State Environmental Planning Policy (Industry and Employment) 2021 subject to the Department of Planning, Housing, and Infrastructure (DPHI) approval and TfNSW conditions provided in TAB A being included in any Development Consent issued.

Sydney Water

Sydney Water does not have any objection to the state significant development application on matters relating to stormwater. Upon receiving the development consent, the proponent must submit a S73 application for a Notice of Requirements for the stormwater.

Noted.

Servicing for potable water, wastewater and recycled water will be dependent on the delivery of new assets within the Western Sydney Employment Area. Full requirements and timelines for servicing can be found in Attachment 1.

Noted. We note that the development referred to in Attachment 1 does not relate to the Lot O development, nevertheless, the detailed servicing requirements for the Lot O development will be discussed as part of the S73 application.

Southern Residual Lots Area (9.03 ha) in the legend of Stormwater Management Report, Appendix B, SKC228 should be updated.

An updated to SKC228 is provided within the Amended Stormwater Management Report (**Appendix C**).

Next steps

The completed Growth Data Form is provided in **Appendix D**.

- Should the Department of Planning, Housing and Infrastructure (the Department) decide to progress with the subject development application, Sydney Water would require the following conditions be included in the development consent.
 - Section 73 Compliance Certificate
 - Building Plan Approval Further details of the conditions can be found in Attachment 2.
- The proponent should complete and return the enclosed Growth Data Form. The Growth Data Form should be updated promptly with Sydney Water in case of changes.
- The Department is advised to forward the enclosed Sydney Water Development Application Information Sheet (for proponent) to assist the proponent in progressing their development. This Info Sheet contains details on how to make further applications to Sydney Water and provides more information on Infrastructure Contributions.

Endeavour Energy

Approve (with conditions)

Noted.

Western Sydney International Airport

If the application is recommended for approval and the consent authority is satisfied with the information provided, the following conditions of consent should be included:

The Applicant does not object to the imposition of conditions recommended by WSI.

...

Public Submissions

Daniel Mendes: I support the project.

Noted.

5.0 Updated Project Justification

The proposal is consistent with the overarching objectives of the relevant strategic plans, policies and guidelines. It ensures that the benefits of the revised design are delivered. The potential impacts of the development are acceptable and are able to be managed effectively.

The project justification remains consistent with that outlined in the Environmental Impact Statement. This includes:

- The proposed development is suitable for the site and in the public interest;
- It is consistent with the desired future character of the area and relevant strategic planning documentation, including the Greater Sydney Region Plan and MRP Structure Plan;
- It will enable 13,610m² of warehouse GFA, contributing to the significant shortage of large-format warehouse and distribution floorspace to meet current market demands and support business growth in the Greater Sydney Region, supporting the creation of an expanded and more efficient logistics supply chain;
- It will contribute an estimated 195 jobs during construction and 70 jobs during operation;
- It is permissible with consent and meets the relevant statutory requirements of the Industry and Employment SEPP;
- it is generally consistent with the land use, built form and site layout of the Concept Plan (SSD-10479);
- It is generally compliant with the relevant conditions of the Concept Plan (SSD-10479);
- It will not result in adverse environmental impacts, with appropriate mitigation measures that will minimise any potential impact; and
- It is suitable for the site and in the public interest.

6.0 Conclusion

This Submissions Report has been prepared to respond to the submissions received from government agencies and members of the public during the exhibition of SSD-96107226 and SSD-10479-Mod-7 which relates to the construction and operation of a warehouse building on Lot O within the 200 Aldington Road Industrial Estate. It is understood that DPHI should now have all the information they require to complete their assessment of the proposal.

The proposal is considered acceptable for the reasons stated throughout this report. Given the merits of the proposal, it is requested that the SSD is approved.

Appendix A – Submissions Register

Group	Name	Section where issues are addressed
Public Agencies	DPHI	Section 4.0
	Council	Section 4.0
	DCCEEW (CPHR - MCEF)	Section 4.0
	DCCEEW (CPHR)	Section 4.0
	DCCEEW (Heritage NSW)	Section 4.0
	RFS NSW	Section 4.0
	FRNSW	Section 4.0
	TfNSW	Section 4.0
	Sydney Water	Section 4.0
	WSI Airport	Section 4.0
	Endeavour Energy	Section 4.0
Public Memebtrs	Daniel Mendes	Section 4.0

Appendix B – Updated Mitigation Measures

No additional mitigation measures are proposed to those included in the Mitigation Measures Table.



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