Project-Specific SEARS Request

Data Storage Centre and Substation SSDA

74 – 88 Aldington Road, Kemps Creek

Submitted to Department of Planning, Housing and Infrastructure
on behalf of Stockland and Fife Land 3 Pty Ltd

Prepared by Colliers Urban Planning

19 March 2026 | 2250679

'Gura Bulga'

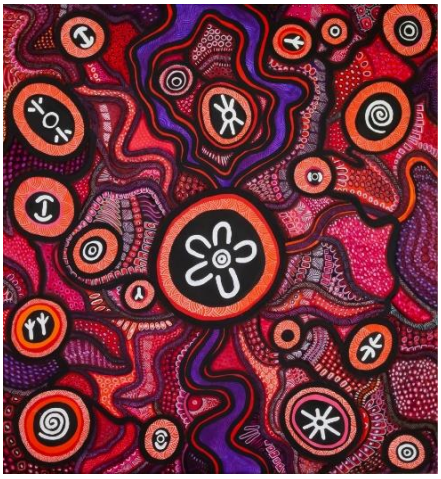
Liz Belanjee Cameron

'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.

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1.0 Introduction

This Scoping Report has been prepared by Colliers Urban Planning on behalf of Stockland and Fife Land 3 Pty Ltd in support of a Project-Specific Secretary's Environmental Assessment Requirements (**SEARs**) for the construction and operation of a data centre and substation (**proposed development**) on land at 74 – 88 Aldington Road, Kemps Creek (commonly referred to as 90 Aldington Road) (**site**).

The primary intent of the substation is to service the proposed data centre; however, it is also being designed with Trangrid to support additional future capacity. This approach allows the entire land allocation for the substation to be determined upfront and delivered by the applicant as a component of the proposed data centre.

The substation as proposed provides certainty and energy security for the proposed data centre. It will also support an economy of future data centres within the precinct with a guaranteed power supply. This will align with the long term strategy of delivering data centres on the adjoining 200 Aldington Road Industrial Estate, following the end of the optimal life of the warehousing and distribution centres currently planned and being developed.

Development for the purposes of a data centre that has a total power consumption of more than 15 megawatts is identified in Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**) and is therefore declared to be State Significant Development (**SSD**) for the purposes of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**).

This Scoping Report has been prepared in accordance with the Department of Planning, Housing and Infrastructure's *State Significant Development Guideline* (2022). The Report should be read in conjunction with the Preliminary Architectural Concept Plans, prepared by Greenbox Architecture at **Attachment A**.

This Report introduces the Proponent and the proposed development, outlines the key issues to be considered in the proposal's design, assessment, and operation, provides the proposal's strategic and statutory context and proposes an approach to community consultation.

1.1 Applicant Details

The Applicant's details are presented in **Table 1**.

Table 1 Applicant Details

Applicant:	Stockland and Fife Land 3 Pty Ltd
Address:	Level 25, 133 Castlereagh Street, Sydney NSW 2000
ABN:	47 273 439 938

1.2 Site Context and Description

The site is located 90 Aldington Road, Kemps Creek, which is identified as 74 – 88 Aldington Road, Kemps Creek, and comprises one (1) singular lot being Lot 90 DP 1289463.

It is approximately 203,539 sqm in area (approximately 20 hectares) and comprises a frontage to Aldington Road to the west (refer to **Figure 2**). The site is located in the Penrith Local Government Area. It also forms part of the Mamre Road Precinct (**MRP**) (refer to **Figure 1**) which sits within both the Western Sydney Employment Area (**WSEA**) and the Western Sydney Aerotropolis.

1.3 Summary of Proposed Development

The proposed development will seek consent for the construction and 24/7 operation of:

- Data centre (comprising approximately 12 data halls at 14 megawatts per hall) with a building height of up to 27m.
- Ancillary 1,000 MW substation to supply the proposed data centre and future surrounding demand.

- Access road from Aldington Road.
- Associated landscaping and embellishment work.
- Associated on-site storage:
    - Diesel: approximately 1,900 kL / 1600 tonnes.
    - Water: approximately 9,770 kL.
    - Lithium-ion batteries: approximately 1200 tonnes.
- At-grade parking.

Most of the site preparation and earthworks required to support the proposed development will be undertaken / reliant on the existing local consent (refer to **Section 4.1**).

1.4 Objectives of the Proposed Development

The objectives of the proposed development are to:

- Facilitate a development outcome which helps to realise the vision of the MRP and *State Environmental Planning Policy (Industry and Employment SEPP) 2021* (**Industry and Employment SEPP**).
- Increase the capacity and variety of industries in the WSEA which can help to respond to the critical shortage of industrial land in the Greater Sydney Region.
- Promote the orderly, economic and efficient use of land by providing industries within a designated employment area in close proximity to regional infrastructure investment including the future Western Sydney International (**WSI**) Airport and M12 Motorway.
- Minimising amenity impacts on the surrounding community through a high-quality design that is responsive to its local context.
- Minimising environmental impacts through appropriate design, mitigation and management measures.

1.5 Permissibility

The permissibility of the proposed development considering the proposed land uses and land zoning is outlined in **Table 2** below.

Table 2 Permissibility

Matter	Consideration
Land Use	The proposed development constitutes a *data centre* with ancillary substation uses as defined under the Standard Instrument. The uses and activities fall under the Industries use as defined under the Standard Instrument.
Land Zoning	The site works fall within land zoned IN1 General Industrial under the *State Environmental Planning Policy (Industry and Employment) 2021*.
Permissibility	The *data centre* use is permissible with consent under the IN1 zone. *Data centre* is within the definition of *industries* in the Standard Instrument. The proposed works are within the definition of *data centres* in Schedule 1 of the Planning Systems SEPP. The *substation* use is ancillary to the *data centre* use and is therefore permissible with development consent.

2.0 Strategic Context

2.1 Project Justification

The proposed development has been designed to align with the following relevant strategic plans:

- Greater Sydney Region Plan – A Metropolis of Three Cities.
- Western City District Plan.
- Mamre Road Precinct Structure Plan.
- Mamre Road Precinct Stormwater Scheme Plan.
- Future Transport Strategy 2056.
- Penrith Local Strategic Planning Statement.
- Penrith Employment Lands Strategy 2021.

Justification will be confirmed in the EIS through an assessment of the proposed development against these plans.

2.1.1 Summary of Alignment with Key Strategic Plans

The proposed development is consistent with the relevant Government plans, policies and guidelines applying to the site as outlined in **Table 3** below.

Table 3 Summary of Strategic Context

Strategic Plan	Strategic Context
Greater Sydney Region Plan – A Metropolis of Three Cities	The Greater Sydney Regional Plan (the Regional Plan) is the overarching strategic plan that seeks to shape future development for the Sydney metropolitan area over the next 40 years. Under the Regional Plan, Sydney will comprise three cities, with the site located within the Western Parkland City. The proposed development is consistent with the relevant objectives of the Region Plan: • **Objective 20** – Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City - Objective 20 contemplates the development of the Western Sydney Airport and the Aerotropolis as an economic catalyst for the broader Western Parkland City. In particular, the Airport (and the proposed transport initiatives to support the Airport) will increase the significance of the Western Sydney Employment Area and its role as a long-term land supplier for industrial and employment activities. The proposed development is a form of industry that will support internationally competitive freight and industry which will leverage and grow from their proximity to the Airport. • **Objective 23** – Industrial and urban services land is planned, retained and managed - The proposed development will support the provision of in-demand industrial land which will support the retention and enhancement of industrial land within Greater Sydney. • **Objective 33** – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change - The proposed development will consider a suite of energy efficiency measures to improve the energy efficiency and contribute to reduced greenhouse gas emissions.
Western City District Plan	The Western City District Plan (District Plan) sets out the planning priorities and actions to manage growth and change in the Western City District. It is a guide for implementing the Region Plan, at a district level, and is a bridge between regional and local planning. The District Plan informs Local Strategic Planning Statements, preparation of Local Environmental Plans and assessment of Planning Proposals and community strategic plans and policies Due to the substantial similarity between the Region Plan and the more local application of the District Plan, the objectives identified above translate into the achievement of the following planning priorities under the District Plan. • **Planning Priority W8** – Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis. • **Planning Priority W9** – Growing and strengthening the metropolitan cluster. • **Planning Priority W10** – Maximising industry opportunities and planning and managing industrial and urban services land. • **Planning Priority W12** – Protecting and improving the health and enjoyment of the District's waterways

Strategic Plan	Strategic Context
	• **Planning Priority W19** – Reducing carbon emissions and managing energy, water and waste efficiently In particular, the proposed development will provide a large area of data centre floor space to support industry opportunities. The Western Sydney Airport and the Badgerys Creek Aerotropolis form part of a strategic cluster of centres within the Western District. This cluster provides the land use framework necessary to support the Airport's operation and the broader Aerotropolis, enabling the creation of a wide variety of jobs within the Parkland City.
Mamre Road Precinct Structure Plan	The MRP is within the WSEA and was rezoned in June 2020. The broad vision for the Mamre Road Precinct is outlined in the Structure Plan. The intent is to deliver approximately 850 hectares of industrial land as well as preserving land for environmental conservation, open space and the potential for a Western Sydney freight intermodal terminal. Under the Structure Plan, the project area is identified for industrial land. The proposed development is for industry and is therefore consistent with the broad land use vision for the site under the Structure Plan.
Mamre Road Precinct Stormwater Scheme Plan	In December 2023, Sydney Water released the updated MRP Stormwater Scheme Plan (SSP) along with a Stormwater Management Framework for Aerotropolis and Mamre Road Precincts. These documents provided a refined regional trunk drainage infrastructure plan which provided a greater level of definition to the preliminary locations within the MRP Development Control Plan (DCP). The SSP presents indicative regional trunk drainage infrastructure proposed by Sydney Water in the Mamre Road Precinct. The SSP was developed in line with NSW Government planning requirements and includes measures that would ensure development in the precinct complies with the waterway health targets outlined in the MRP DCP. The eastern part of the site is planned to contain this regional stormwater infrastructure and therefore, the proposed development has considered this in its design which will enable this future infrastructure.
Future Transport Strategy 2056	The Future Transport Strategy 2056 sets out a 40-year vision for an integrated, resilient and customer-focused transport system for NSW. A key element of this vision is the recognition that Western Parkland City will develop a distinct identity and must be planned to maximise liveability, productivity and sustainability. The Strategy highlights the emergence of new industries and employment opportunities in Western Parkland City, driven by major infrastructure investment and long-term population and economic growth. It emphasises that vision-led, place-based planning will provide the certainty required for industries to make informed decisions about where to locate. The proposed development aligns with this strategic direction by establishing a coordinated plan for local roads that will service the new industrial uses on the land. In doing so, it facilitates diverse employment opportunities both on the site contributing to the broader economic objectives of Western Parkland City.
Penrith Local Strategic Planning Statement	The Penrith Local Strategic Planning Statement (LSPS) establishes a 20-year vision for land use across the LGA. It is guided by the District Plan, particularly its focus on delivering jobs and skills for the city. A key theme of the LSPS is the transformative impact of the Western Sydney International Airport, which is identified as the catalyst for a nationally significant economic corridor. This corridor is expected to support a diverse mix of industries and create a broad range of employment opportunities. In response, the LSPS highlights the following priority for the LGA: • **Planning Priority 12** – Enhance and grow Penrith's economic triangle. The proposed development directly contributes to this priority by delivering a substantial area of data-centre floor space, supporting emerging industry needs and strengthening the region's economic capacity. The Western Sydney Airport and the Badgerys Creek Aerotropolis form part of a strategic cluster of centres within the Western District. This cluster provides the land use framework necessary to support the Airport's operation and the broader Aerotropolis, enabling the creation of a wide variety of jobs within the Parkland City.
Penrith Employment Lands Strategy 2021	The Penrith Employment Lands Strategy 2021 forms a key component of Penrith's city-wide strategic framework, providing direction for future economic growth and land-use planning. The Strategy identifies the significant increase in demand for industrial land generated by the Western Sydney Airport and its surrounding economic activity. In response to this emerging demand, the NSW Government accelerated the rezoning of the MRP within the WSEA in June 2020. The strategy identifies that the MRP will provides approximately 850 hectares of industrial land and has the potential to deliver around 5,200 construction jobs and 17,000 ongoing jobs once fully developed. Within this context, the Employment Lands Strategy identifies MRP as a future employment precinct and designates parts of Kemps Creek as future employment land to support long-term economic growth. The proposed development being located in Kemps Creek within the MRP, aligns strongly with these strategic directions by delivering a substantially sized data centre that will support emerging industry needs and enhance the region's economic capacity.

2.2 Cumulative Impacts

The nearby relevant development that has the potential to result in cumulative impacts are identified in **Table 4** below.

Table 4 Surrounding Future Development

#	Development	Description	Application	Status
1	Basin 26 (Sydney Water Regional Stormwater Infrastructure) 90 Aldington Road (eastern portion of the site	• Refer to **Section 4.2**.		Subject to approval
2	200 Aldington Road Estate Directly adjacent the site, adjoining the southern boundary.	• Staged development including a Concept Proposal and Stage 1 Development Application comprising estate-wide earthworks, infrastructure and services, construction, fit-out and operation of Stage 1 warehouse building. The detailed approvals following on from the concept plan also require consideration.	SSD-10479	Approved 5 May 2023

2.3 Analysis of Alternatives

Alternative options have been considered by the Applicant in response to the strategic need and objectives for the development of the site. This includes not undertaking any works on the site ('do nothing'), proceeding with a different use on the site, and proceeding with the proposed development for the purposes of a data centre.

2.3.1 Do Nothing

Doing nothing and leaving the site as a vacant building pad would represent a significant failure to deliver in-demand industrial development consistent with and envisioned under the MRP Structure Plan.

Further, doing nothing would fail to support the orderly development of industrial land at the site and fail to contribute towards the provision of jobs within the MRP. Doing nothing would therefore be an inappropriate course of action that would prevent the orderly and economic development of the site for its highest and best use.

2.3.2 Alternative Designs

The proposed development has been designed in accordance with the operational requirements detailed in **Section 5.1.1**. This ensures the development is fit for purpose and conforms to the existing constraints on the site. Therefore, alternative designs are limited and non-preferred.

2.3.3 The Proposed Development

Given the factors mentioned above and the unique opportunities offered by the site's strategic location within the Mamre Road precinct and close proximity to the existing Transgrid easement, the site's development for a data centre represents the highest and best use of the site.

As a result, the site is considered the optimal outcome, providing an appropriate and workable development scenario that meets the proposals objectives.

3.0 Site Context and Description

3.1 Site Context

The site is located within Kemps Creek which is in the Penrith Local Government Area. It also forms part of the MRP (refer to **Figure 1**) which sits within both the WSEA and the Western Sydney Aerotropolis.

The site is located approximately 60km west of the Sydney CBD and 20km south east of the Penrith CBD and 9km north-east of the future WSI Airport (refer to **Figure 1**). It is located on Aldington Road which connects to Mamre Road. Mamre Road provides connections to the Western Motorway (M4), The Northern Road, M7 and future M12 Motorway which allows vehicular connections across the Greater Sydney Region.

The land surrounding the site is generally rural in nature however currently transitioning to industrial and employment uses. The remaining rural land use comprises a variety of rural dwellings, rural land, farm dams and scattered vegetation. Proximate to the site, land comprises a range of uses including industrial land use such as the Oakdale South industrial estate to the north-east, 200 Aldington Road Estate immediately to the south and Aspect Industrial Estate to the west. Further to the south is Westlink Industrial Estate, Existing established residential housing community at Mount Vernon, and the BAPs temple complex (under construction). North-west of the site is the existing Catholic Healthcare Emmaus aged care and retirement village, Little Smarts Early Learning Centre, Trinity Primary School and Emmaus Catholic College.

An aerial context map is provided in **Figure 1** below.

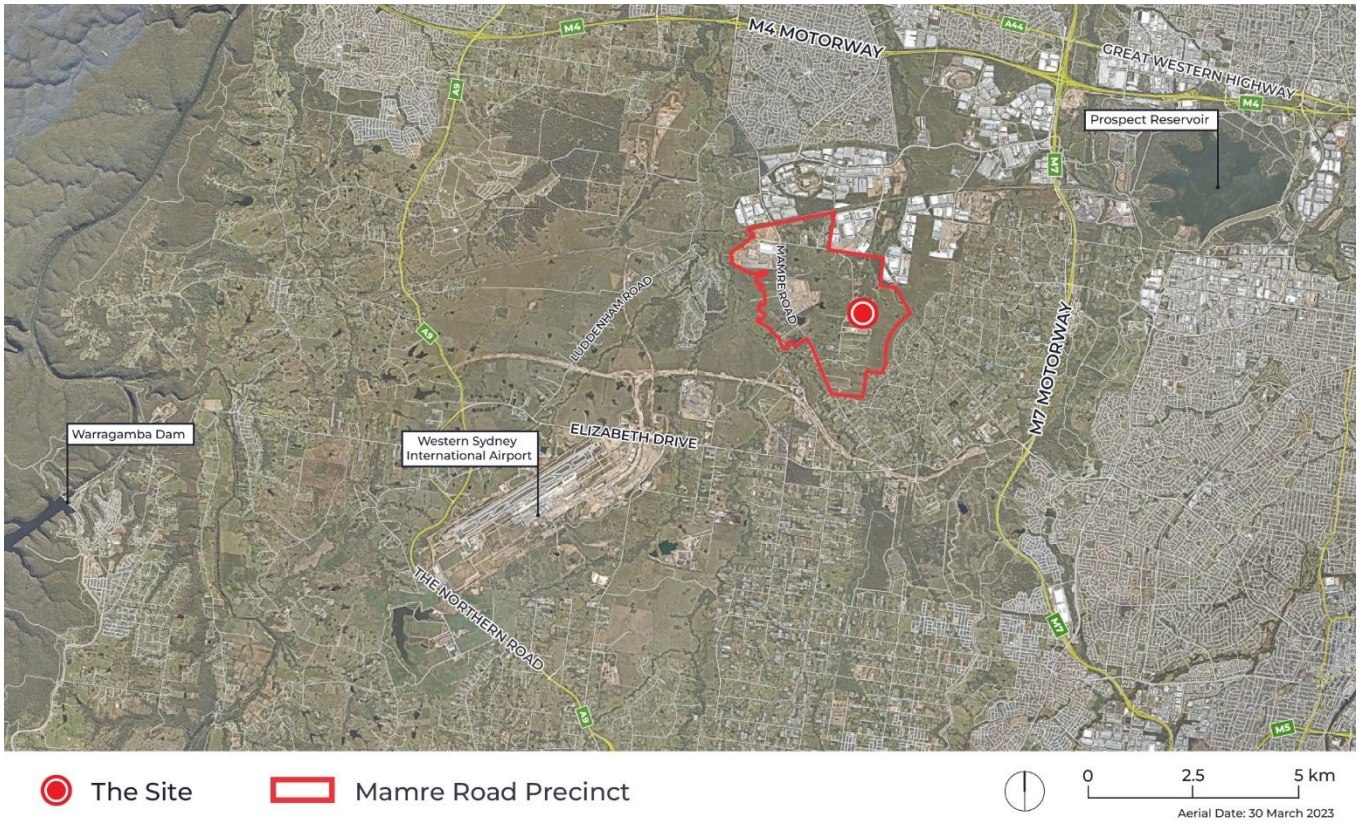

Figure 1 Aerial Context Map

Source: Nearmap, Ethos Urban

3.2 Site Description

An overview of the key components of the site is described in **Table 5** below.

Table 5 Site Description

Component	Description
Site Address	74 – 88 Aldington Road, Kemps Creek (commonly known as 90 Aldington Road, Kemps Creek)
Legal Description	Lot 90 in DP 1289463
Local Government Area	Penrith City Council
Land Ownership	Stockland Development Pty Limited and Fife Land 3 Pty Limited as trustee for Fife Land 3 Trust as Tenants in Common in Equal shares
Zoning	IN1 General Industrial E2 Environmental Conservation RE2 Private Recreation SP2 Infrastructure (Local Road) *Note: the proposed data centre will be in the IN1 zoned portion of the site.*
Site Area (approx.)	203,539 sqm
Street Frontages	Aldington Road (west)
Existing Development	The western portion is vacant and subject to approved site and preparation works (approved under DA22/0530). The eastern portion contains an existing farm dam, grass cover and vegetation. An existing Transgrid easement for powerlines also runs north-south along the eastern part of the site.
Site Context	The site forms part of the Mamre Road Precinct which sits within both the Western Sydney Employment Area and the Western Sydney Aerotropolis.
Summary of Surrounding Development	Surrounding land is generally transitioning from rural to industrial land use with numerous approved industrial developments beginning to mobilise across the Mamre Road Precinct. • **North**: The site is bound by an industrial shed and vacant land to the north. North-east of the site is the Oakdale South industrial estate, and north-west of the site is the existing Catholic Healthcare Emmaus aged care and retirement village, Little Smarts Early Learning Centre, Trinity Primary School and Emmaus Catholic College. • **East**: The site is bound by vacant land to the east. • **South**: The site is bound by 200 Aldington Road Industrial Estate to the south. Further to the south is Westlink Industrial Estate, Existing established residential housing community at Mount Vernon, and the BAPs temple complex (under construction). • **West**: The site is bound by Aldington Road to the west, and further to the west is Aspect Industrial Estate.
Flooding	The eastern portion of the site is located on land identified within a flood planning area.
Biodiversity	The large majority of the site is designated as urban capable under the Cumberland Plain Conservation Plan and is therefore biodiversity offset. There is however a small area of the eastern part of the site which is not offset and classified as *excluded land* and *avoided land*.
Bushfire Prone	The western and eastern portions of the site are identified on bushfire prone land, with the western portion of the site identified within a vegetation buffer and the eastern portion of the site identified within a vegetation buffer and category 1.
Airport Noise	The site is located on land in an ANEF contour between 20 and 25.

Figure 2 Site aerial map

Source: Nearmap, edits by Colliers Urban Planning

3.3 Surrounding Development and Approvals

The surrounding development and approvals are identified in **Table 4** below.

Table 6 Surrounding Development and Approvals

#	Development	Description	Application	Status
1	Basin 26 (Sydney Water Regional Stormwater Infrastructure) 90 Aldington Road (eastern portion of the site	• Refer to **Section 4.2**.		Subject to approval
2	200 Aldington Road Estate Directly adjacent the site, adjoining the southern boundary.	• Staged development including a Concept Proposal and Stage 1 Development Application comprising estate-wide earthworks, infrastructure and services, construction, fit-out and operation of Stage 1 warehouse building. The detailed approvals following on from the concept plan also require consideration.	SSD-10479	Approved 5 May 2023
3	The YARDS Frasers Property Industrial & Barings 657-767 Mamre Road, Kemps Creek	• Development of eight (8) warehouses comprising 188,153m^2 of GFA, intersection upgrade works in Mamre Road, 844 parking spaces, and 21-lot Community title subdivision over two stages.	SSD-9522	Under Construction / Operational
		• Development of a warehouse and manufacturing facility for the production of 48,000 tonnes per annum of powder products and 5,000 tonnes per annum of liquid products, with ancillary office space, car parking, landscaping, subdivision and associated works.	SSD-25725029	Operational

#	Development	Description	Application	Status
		• Development of warehouse or distribution centre including earthworks and signage.	DA22/0205	Operational
		• Development of a warehouse or distribution centre including earthworks, subdivision and signage.	DA22/0671	Operational
		• Development of warehouse or distribution centre including earthworks, subdivision and signage.	DA22/1172	Operational
		• Construction Works and Use of Private Open Space at 'The Yards' for a Food and Leisure Precinct, Comprising a Cafe, Recreation Facility (Indoor) (Gym), Outdoor Recreation Areas, a Covered Piazza Area, an Information and Education Facility, a Sport Court, 76 Car Parking Spaces, and Signage.	DA25/0421	DA Under Assessment
	Kemps Creek Data Centre Microsoft 769 Mamre Road, Kemps Creek	• Development of a data centre including electrical switchyard, associated office space, supporting infrastructure and services, car parking and landscaping.	SSD-10101987	Under Construction
4	Yiribana Industrial Estate The GPT Group 771-781 Mamre Road, Kemps Creek	• Development of two (2) warehouse or distribution centres including earthworks, creek realignment, road construction, landscaping and civil works and three (3) lot Torrens subdivision.	DA23/0067	Under Construction
5	805 Mamre Road Kemps Creek Logistics Gibb Group 799-817 Mamre Road, Kemps Creek	• Development of a warehouse or distribution centre with 25,310m^2 of GFA, with associated office space (970m^2), vehicle loading and parking areas, road access and internal roads for use by a single operator.	SSD-30871587	SSDA Under Assessment
6	Summit at Kemps Creek ISPT 702-752 Mamre Road, Kemps Creek	• Concept Masterplan for an industrial estate comprising eight (8) buildings comprising approximately 245,000m^2 of GFA for warehouse or distribution and general industrial use. • Stage 1 Development Works including the development of three (3) industrial buildings comprising approximately 80,000m^2 of GFA including associated works and infrastructure.	SSD-30628110	SSDA Under Assessment
7	Yiribana Industrial Estate The GPT Group 754-770, 784-786 Mamre Road, Kemps Creek	• Development of two (2) warehouse or distribution centres including ancillary office space with a total GFA of 54,982m^2, landscaping, construction of estate roads, site servicing and stormwater infrastructure.	SSD-10272349	Under Construction
8	Aspect Industrial Estate Mirvac 788-882 Mamre Road Kemps Creek	• Concept Masterplan for the staged development of an industrial estate comprising nine (9) buildings with a total GFA of up to 247,646m^2 for industrial, warehousing and distribution centres, and café uses. • Stage 1 development comprising site preparation works, vegetation clearing, realignment of the existing creek, construction of access roads and eastern half of Mamre Road/ Access Road 1 intersection works, construction, fit out, and operation of one warehouse and one industrial building with ancillary offices, car parks, landscaping,	SSD-10448	Under Construction / Operational

#	Development	Description	Application	Status
		signage, construction and operation of services and utilities, and subdivision of the site into three lots.		
		• Development of Warehouse 9 of the Aspect Industrial Estate comprising 66,350m^2 of GFA with associated loading docks, hardstand, office, and car parking.	SSD-46516461	Operational
		• Development of Warehouse 2 of the Aspect Industrial Estate comprising 24,295m^2 of GFA with associated loading docks, hardstand, office, and car parking.	SSD-58257960	Operational
		• Development of Warehouse 8 of the Aspect Industrial Estate comprising 41,350m^2 of GFA with associated loading docks, hardstand, office, and car parking.	SSD-60513208	Under Construction
		• Development of Warehouse 6 and 7 of the Aspect Industrial Estate comprising two (2) warehouse or distribution centres on Lots 6 and 7 with associated works including landscaping, car parking, retaining walls, earthworks, and stormwater management works	DA24/0264	Under Construction
9	Access Logistics Park Barings 884-928 Mamre Road, Kemps Creek	• Development of warehouse or distribution centre comprising 27,800m^2 of GFA, as well as a 13-lot Torrens Title subdivision, construction of internal roads, infrastructure and utilities, car parks, hardstands, and landscaping.	SSD-17647189	Under Construction
10	1-51 Aldington Road Estate Gibb Group 1-51 Aldington Road, Kemps Creek	• Development of three (3) warehouses and distribution centres comprising a total of 47,365m^2 of warehousing GFA, as well as 2,530m^2 of ancillary office GFA with associated works including landscaping, car parking, retaining walls, earthworks, and stormwater management works.	SSD-74784709	Prepare SSDA
11	Edge North Fraser Property Industrial 99-111 Aldington Road, Kemps Creek	• Integrated Development for Demolition, Dam Dewatering, Tree Removal, New Roads, Stormwater Works, Earthworks, Retaining Walls, and Construction of a Warehouse with Loading Docks, Parking, Signage, and Landscaping	DA25/0505	DA Under Assessment
12	113-153 Aldington Road, Kemps Creek Dexus 113-153 Aldington Road, Kemps Creek	• Development of two (2) warehouses distribution centres with a GFA of 50,131m^2 and 18,783m^2 respectively with associated works including landscaping, car parking, retaining walls, earthworks, and stormwater management works	SSD-32722834	SSDA Approved
13	Edge South Fraser Property Industrial 155-251 & 141-153 Aldington Road, Kemps Creek	• Development of eight (8) warehouse or distribution centres comprising 153,343m^2 of GFA with associated works including landscaping, car parking, retaining walls, earthworks, and stormwater management works.	SSD-17552047	SSDA Approved
14	Westgate Icon Oceania 253-267 Aldington Road, Kemps Creek	• Development four (4) warehouse or distribution centres comprising 45,530m^2 of GFA with associated works including landscaping, car parking, retaining walls, earthworks, and stormwater management works.	SSD-3480429	SSDA Approved

#	Development	Description	Application	Status
15	Industrial Development Anric 269-283 Aldington Road, Kemps Creek	• Torrens Title Subdivision of One Lot into Three Lots with No Works	DA25/0515	DA Under Assessment
16	74-104 Aldington Road Stockland & Fife Capital 74-104 Aldington Road, Kemps Creek	• Subdivision of the site into three lots, including site preparation works including vegetation removal, bulk earthworks and construction of internal roads and civil stormwater infrastructure.	DA22/0530	Approved
17	200 Aldington Road Industrial Estate Stockland & Fife Capital 200 Aldington Road, Kemps Creek	• Concept Masterplan for staged development of an industrial estate comprising thirteen (13) buildings and associated offices comprising 340,540m^2 of GFA for industrial, warehouse or distribution uses. • Stage 1 development comprising clearing and bulk earthworks across the estate, intersection works and road upgrades, construction of internal roads, utilities and stormwater infrastructure, construction, fit-out and operation of one warehouse building and subdivision of the site into 15 lots.	SSD-10479	Under Construction
		• Development of Lot J of the 200 Aldington Road Industrial Estate comprising a warehouse or distribution centre for the storage and distribution of vehicles.	SSD-61212208	SSDA Under Assessment
		• Fit out and use of the Stage 1 building on Lot F in the 200 Aldington Road Industrial Estate for the purposes of manufacturing and distribution of cardboard packaging.	SSD-79300218	DA Under Assessment
		• Construction and operation of a warehouse and distribution centre with ancillary office space, car parking, hardstand, landscaping and signage within the 200 Aldington Road Industrial Estate.	SSD-80264236	DA Under Assessment
		• Construction and operation of one temperature-controlled warehouse and one cold-shell warehouse and ancillary office spaces with a total gross floor area of 40,111 square metres, car parking, hardstand, landscaping and signage.	SSD-85510213	Prepare SSDA
18	BAPS Temple 230-242 Aldington Rd, Kemps Creek	• Development of a Place of Public Worship including Hindu Temple (Mandir), assembly hall, community kitchen & dining hall, monks residence, landscaped areas, internal roads, car parking & associated site works.	DA17/1247	Operational
19	270 Aldington Road Stockland & Fife Capital 244-256 Aldington Road, Kemps Creek	• Demolition of existing structures, subdivision and subdivision works including construction of access roads, utilities, retaining walls and earthworks.	DA24/0268	DA Approved
20	Westlink Industrial Estate – Stage 1 ESR 290-308 Aldington Road, 59-63 Abbotts Road,	• Development of two (2) warehouse or distribution centres comprising 81,317m^2 of GFA, landscaping, construction of estate roads and external road upgrades, site servicing and stormwater infrastructure.	SSD-91308102	Under Construction / Operational

#	Development	Description	Application	Status
	1030-1064 Mamre Road, Kemps Creek			
	Westlink Industrial Estate – Stage 2 ESR 290-308 Aldington Road, 59-63 Abbotts Road, 1030-1064 Mamre Road, Kemps Creek	• Development of a warehouse or distribution centre comprising 38,640m^2 of GFA, site preparatory works, subdivision of site into six (6) individual lots, landscaping, construction of estate roads and external road upgrades, site servicing and stormwater infrastructure.	SSD-46983729	SSDA Approved
	Westlink Industrial Estate – Lot 10 ESR 285 Aldington Road, Kemps Creek	• Development of two (2) warehouse or distribution centres comprising a total GFA of 41,403m^2 , site preparatory and infrastructure works, shared hardstand area, car parking, landscaping and signage.	DA24/0703	DA Under Assessment
	Westlink Industrial Estate – Lot 2 ESR 290-308 Aldington Road, 59-72 Abbotts Road, Kemps Creek	• Development of a warehouse or distribution centre comprising 12,000m^2 of GFA, site preparatory and infrastructure works, hardstand area, car parking, landscaping and signage.	DA24/0734	DA Under Assessment
	Westlink Industrial Estate – Lot 4 ESR 1030-1064 Mamre Road and 59-72 Abbotts Road, Kemps Creek	• Development of four (4) warehouse or distribution centre buildings, ancillary office space and a cafe with a total gross floor area of 74,890m^2, including earthworks, car parking, hardstand areas, landscaping, infrastructure and signage.	SSD-77255706	Prepare SSDA
	Westlink Industrial Estate – Lot 5 ESR 1030-1064 Mamre Road and 63-72 Abbotts Road, Kemps Creek	• Development of two (2) warehouse or distribution centres and ancillary office space with a total gross floor area of 61,140m^2, including earthworks, car parking, hardstand areas, landscaping and signage.	SSD-77255474	Prepare SSDA
21	Mamre Road Data Centre Campus 706-752 Mamre Road, Kemps Creek	• Construction and operation of a data centre campus with a power capacity of 1 GW including six four-storey data centre buildings, 936 cooling units, 852 diesel back-up generators and 14,430 kl of diesel storage, internal roads and car parking.	SSD-92743706	Exhibition

4.0 Relevant Background

4.1 Prior Approvals

On 25 September 2024, development consent (DA22/0530) was granted by the Penrith Local Planning Panel supporting development on the site for the purpose of:

- *Three lot Torrens title subdivision.*
- *Vegetation removal.*
- *Bulk earthworks.*
- *Road construction and associated stormwater and civil works.*

At the time of writing, development in accordance with the above-mentioned consent has commenced.

The proposed SSD development is planned to utilise these already-approved earth and site-preparation works to facilitate the proposed data centre.

4.2 Related Development – Regional Stormwater Infrastructure

In May 2024, Sydney Water released their *Mame Road Precinct Integrated Stormwater Scheme Plan* (**Scheme Plan**), which illustrates their regional approach to water management and associated infrastructure across the Mamre Road precinct. The Scheme Plan outlines the requirements for and location of naturalised trunk drainage channels, storage ponds and treatment infrastructure to manage water from development.

For the site, the Scheme Plan envisions a naturalised trunk drainage channel, storage ponds (identified as Basin 26), a harvesting pump, a stormwater rising main, and a stormwater gravity main at the eastern portion of the site (refer to **Figure 3**).

Once the regional stormwater infrastructure is delivered on the site by Sydney Water, the proposed data centre will be able to connect into this regional scheme. Until this time, interim stormwater infrastructure will be required to meet the water quality and quantity targets under the Mamre Road Precinct Development Control Plan.

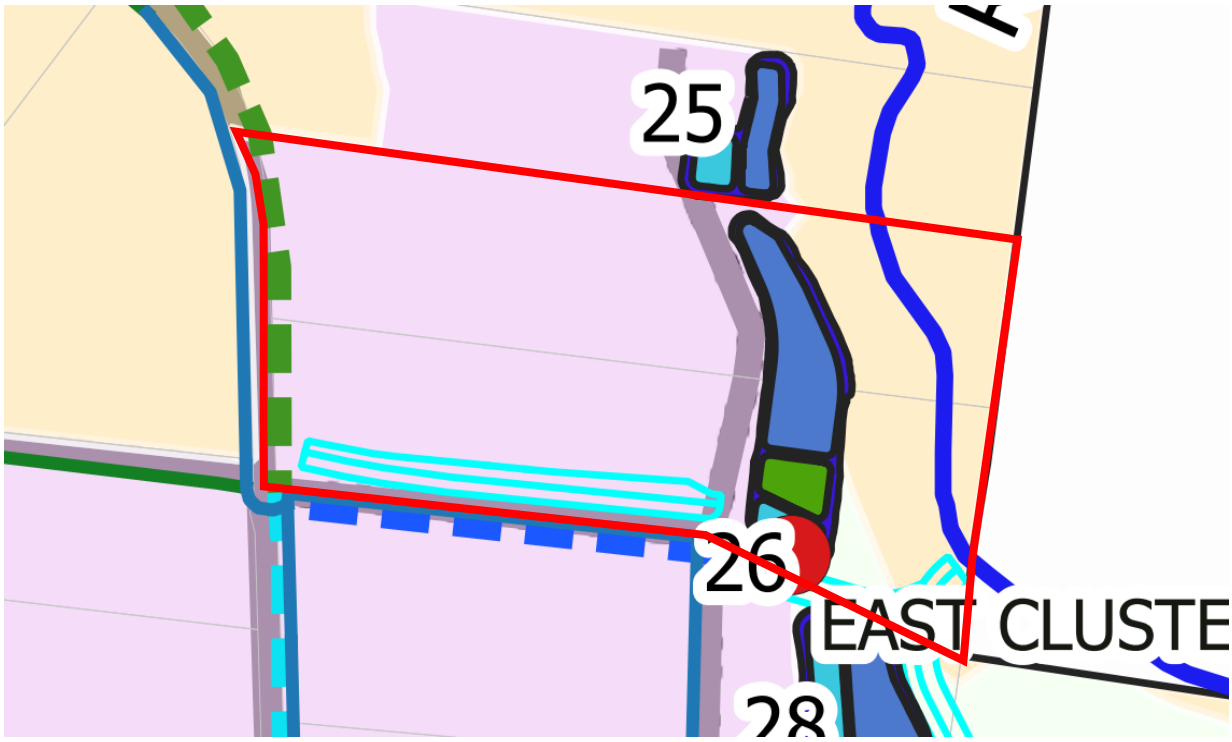

Figure 3 Location of Basin 26 within the site

Source: Sydney Water Mamre Road Integrated Stormwater Scheme Plan – May 2025

5.0 Project Description

An indicative overview of the key components of the project is described in **Table 7** and shown in **Figure 4** and **Figure 5**. A detailed development description will be provided in the submitted EIS.

Table 7 Project Detail

Component	Description
Land Use	Data Centre with 1,000 MW substation, defined as a form of 'high technology industry' which is a subset of 'light industry', which itself is a form of 'industry'.
Project Description	The proposed development will seek consent for the construction and 24/7 operation of: ◦ Data centre (comprising approximately 12 data halls at 14 megawatts per hall) with a building height of up to 27m. ◦ Ancillary 1,000 MW substation to supply the proposed data centre and future surrounding demand. ◦ Access road from Aldington Road. ◦ Associated landscaping and embellishment works. ◦ Associated on-site storage: – Diesel: approximately 1,900 kL / 1600 tonnes. – Water: approximately 9,770 kL. – Lithium-ion batteries: approximately 1200 tonnes. ◦ At-grade parking. Most of the site preparation and earthworks required to support the proposed development will be undertaken / reliant on the existing local consent (refer to **Section 3.0**).

5.1 Other Development Details

5.1.1 Key Design Drivers

The proposed design is seeking to balance:

- The functional requirements of a data centre and substation;
- Planned stormwater infrastructure already planned for the eastern portion of the site; and
- The minimisation of enviromental impacts.

This is being achieved through the following key matters:

- **Function**. Placement of key power infrastructure to enable coordination and staged delivery.
- **Zoning**. Locating built form wholly within the IN1 portion of the site.
- **Stormwater infrastructure**. Not interfering with parts of the site already planned for stormwater infrastructure by Sydney Water (trunk drainage and ponds and wetlands).
- **Built from that responds to topography**. Utilising existing approved pad levels to minimise built form and scale from Aldington Road (noting the pad level is circa 4m below the road frontage).
- **Setbacks and minimising visual impacts**. Positioning form as centrally as possible on the site and leveraging approved trunk drainage and access roads to buffer development from the site's boundaries and minimise perceived form and scale.
- **Design**. Using elements of the data centre (generator gantry) to provide façade articulation and modulation.

5.1.2 Power Supply and Indicative Total Power Consumption

The anticipated power consumption for the proposed data centre is between 226-245MW (subject to detailed design).

It is recognised that the proposed substation is sized to support 1,000MW. The primary intent of the substation is to service the proposed data centre; however, it is also being designed with Trangrid to support additional future capacity, and it would be redundant to deliver such infrastructure capable of servicing only immediate need, rather than long term demand. The proposed approach allows the entire land allocation for the substation to be determined upfront and delivered by the applicant as a component of the proposed data centre (even though the substation will ultimately form part of Transgrid's network).

The substation as proposed provides certainty and energy security for the proposed data centre. It will also support future data centres within the precinct with a guaranteed power supply. This will align with the long-term strategy of delivering data centres on the adjoining 200 Aldington Road Industrial Estate, following the end of the optimal life of the warehousing and distribution centres currently planned and being developed. Stockland Fife Kemps Creek are considering the option of conversion of the warehouses to data centres as part of their design development.

Seeking consent for the entire substation upfront provides certainty as to the entire footprint required for the substation, and consideration of the environmental impacts at full capacity upfront and early. It is noted that the physical expansion of the substation within the proposed footprint will occur in stages in a modular form as demand increases. This is planned over a 12 year period from 'power on' to reach the full uptake of 1,000MW. The deployment of equipment within the substation will be staged in line with the projected ramp-up profile and it is anticipated that initially, 2-3 transformers will be installed for 'Day 1' with the balance to follow in 5 plus years.

5.1.3 On-site Storage

On-site storage (for the proposed 168MW data centre) is anticipated as follows:

- Diesel: approximately 1,900 kL / 1600 tonnes.
- Water: approximately 9,770 kL.
- Lithium-ion batteries: approximately 1200 tonnes.

5.1.4 Generator Testing

A specific testing regime will be subject to the data centre operator. At the time of writing, this is anticipated at 152 hours per year.

5.1.5 Anticipated Staging

The proposed development is intended to be delivered in multiple stages, with Stage 1 comprising:

- Construction of the substation compound, including switchgear and provision for initial transformers.
- Delivery of the data centre building shell and core, together with the fitout of two to four data halls.
- Construction and fitout of front-of-house areas, including offices, amenities and associated support spaces.
- Delivery of enabling and ancillary works, including car parking, landscaping and site infrastructure.

The remaining stages will involve the fitout of the balance of the data halls in line with increasing customer demand. Additional transformers will be installed within the substation as load requirements grow .

5.1.6 Cooling System

Each data hall will be supported by a hybrid cooling system incorporating direct-to-chip liquid cooling loops, supplemented by air-based heat exchange systems within the white space. At the heat rejection level, a range of solutions is under consideration, including air-cooled, water-cooled and hybrid systems. The final configuration will be informed by ongoing investigations into site servicing constraints, including the availability and reliability of water supply. Accordingly, the design has been developed to remain flexible, enabling operation independent of large-scale water supply through air-cooled systems, while retaining the ability to incorporate more efficient water-based solutions should sufficient supply be confirmed.

5.1.7 Off-Site Electricity Upgrade Works

No off-site electricity upgrade works (such as high voltage power connections) are proposed as part of the proposed development.

Figure 4 Indicative layout plan

Source: Greenbox Architecture

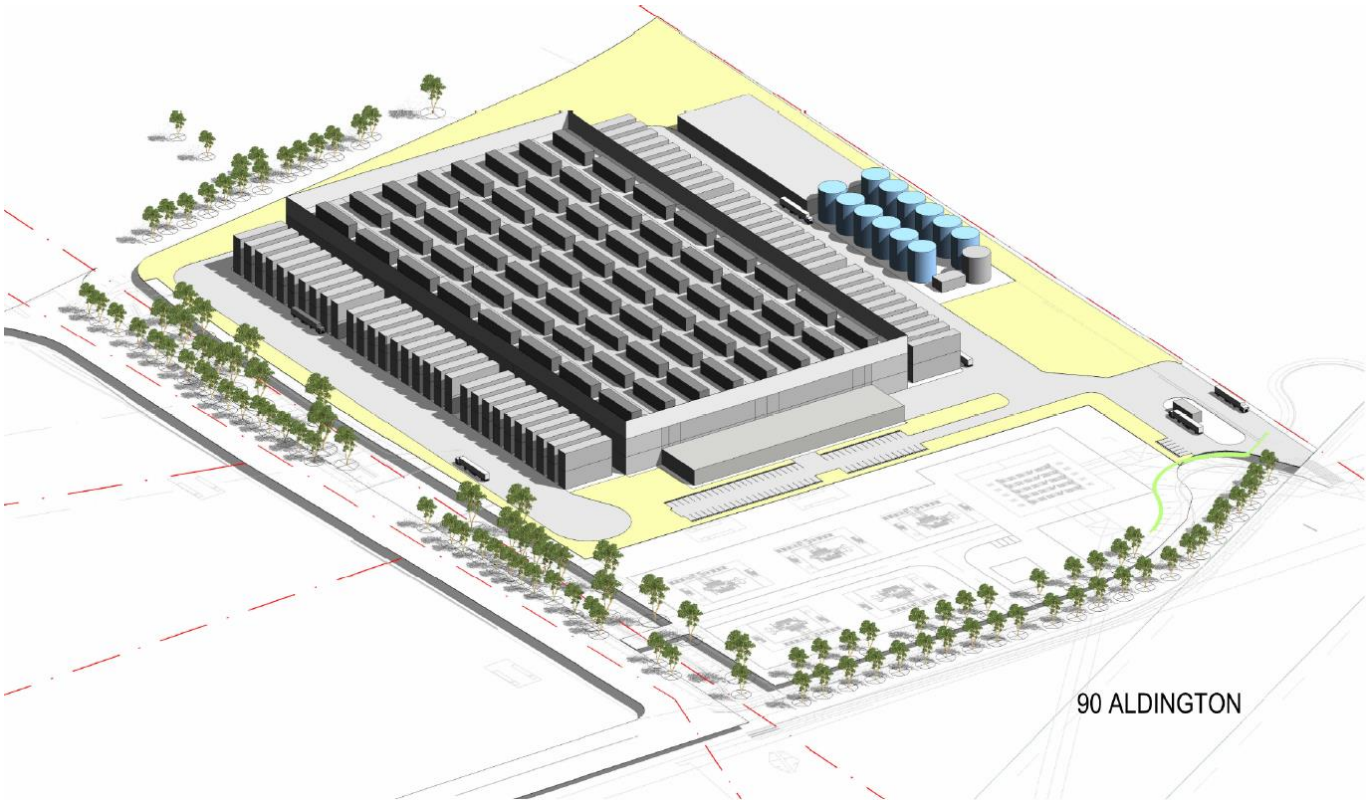

Figure 5 Indicative layout plan (3D model) (looking northwest)

Source: Greenbox Architecture

6.0 Statutory Planning Considerations

The relevant statutory considerations at this stage of the project, including eligibility for the SSD and project-specific SEARs pathways are outlined in **Table 8**.

Table 8 Statutory Planning Considerations

Component	Assessment
Power to Grant Consent	Development consent will be sought under 'Division 4.7 - Stage Significant Development' of the EP&A Act. Section 4.36(2) of the EP&A Act states that: *A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.* Schedule 1 of the Planning Systems SEPP lists development that is declared SSD. Clause 25 of Schedule 1 states: ***25 Data centres*** *(1) Development for the purpose of data centres that has a total power consumption of more than the relevant amount.* *...* *(2) In this section—* *relevant amount means—* *(a) for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—10 megawatts, or* *(b) for any other development—15 megawatts.* As the proposed development is for the purposes of data centres with a power consumption over 15 megawatts, it is declared SSD. Before SSD can be determined, it is subject to a comprehensive assessment under the EP&A Act. Section 4.5 of the EP&A Act and Section 2.7 of *State Environmental Planning Policy (Planning Systems) 2021* stipulate that the consent authority is the Minister for Planning and Public Spaces (or the DPHI as their delegate) unless the development triggers the matter set out in Section 2.7(1) in which case the consent authority will be the Independent Planning Commission.
Permissibility	The proposed development constitutes a 'data centre', defined as a form of 'high technology industry' which is a subset of 'light industry', which itself is a form of 'industry'. The proposed data centre use is permissible with consent in the IN1 zone as it falls under the definition of 'industries' and the substation is an ancillary use to the data centre. The proposed data centre will be located wholly within the IN1 zoned portion of the site.
Other Approvals	Approvals not required for SSD, otherwise required • Fisheries Management Act 1994 – No • Heritage Act 1977 – No • National Parks and Wildlife Act 1974 – No • Rural Fires Act 1997 – No • Water Management Act 2000 – No Consistent Approvals • An approval under Section 138 of the Roads Act 1993 is required for the construction of the roads that are included as part of the Proposal. EPBC Act Approval • The Project is not likely to impact a matter of National Environmental Significance. Therefore, the Project is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies. Protection of the Environment Operations Act 1997 No 156 Approval • The Project will generate a license under the POEP Act given the general electricity works will have the capacity to exceed more than 30 megawatts of electrical power. More than 2000 tonnes of diesel storage is not anticipated.

Component	Assessment
Pre-conditions to Exercise the Power to Grant Consent	The following sections of the relevant legislation are expected to be relevant to the assessment of the EIS: • *State Environmental Planning Policy (Industry and Employment) 2021* – Section 2.10, Section 2.24, Section 2.35, Section 2.40, Section 2.41 and Section 2.42; • *State Environmental Planning Policy (Precincts–Western Parkland City) 2021* – Section 4.19 and Section 4.22; • *State Environmental Planning Policy (Resilience and Hazards) 2021* – Chapter 4; • *State Environmental Planning Policy (Biodiversity and Conservation) 2021* – Section 2.33, Part 6.2, Part 13.3 and Part 13.5; and • *State Environmental Planning Policy (Transport and Infrastructure) 2021* – Subdivision 2.
Mandatory Matters for Consideration	The following mandatory matters for consideration are expected to be relevant to the assessment of the EIS: • *Environmental Planning & Assessment Act 1979* – Section 1.3, Section 4.15; • *State Environmental Planning Policy (Industry and Employment) 2021* – Section 2.10, Section 2.24, Section 2.35, Section 2.40, Section 2.41 and Section 2.42; • *State Environmental Planning Policy (Precincts–Western Parkland City) 2021* – Section 4.17, Section 4.19 and Section 4.22; • *State Environmental Planning Policy (Resilience and Hazards) 2021* – Chapter 4; and • *Mamre Road Precinct Development Control Plan 2021* – Section 2.2, Section 2.3, Section 2.4, Section 2.5, Section 2.6, Section 2.8, Section 2.9, Section 2.10, Section 4.4.

6.1 Development Control Plans

6.1.1 Mamre Road Precinct Development Control Plan 2021

The proposed development has and will continue to be designed in accordance with the Mamre Road Precinct Development Control Plan 2021 (MRP DCP). A Table of Compliance will accompany the EIS to demonstrate compliance with the relevant provisions of the MRP DCP, including the Structure Plan, Biodiversity, Riparian Land, Integrated Water Cycle Management, Flood Prone Land, Aboriginal Cultural Heritage, Non-Aboriginal Cultural Heritage, Bushfire Prone Land, Salinity, Contaminated Land, Aviation Safeguarding, Development Adjacent to the Warragamba Pipelines, Electricity Transmission Line Easements, Utilities Services, Transport Investigation Areas, Precinct and Subdivision Design, General Requirements for Industrial Development and Other Developments.

7.0 Engagement

Engagement will be undertaken as part of the project and EIS preparation, which will be in accordance with the *Undertaking Engagement Guidelines for State Significant Projects* (2021).

7.1 Relevant Stakeholders

The Applicant has commenced and will continue to undertake engagement with the following stakeholders:

- Department of Planning, Housing and Infrastructure.
- Transgrid.
- Sydney Water.
- Penrith City Council.
- Adjoining landowners and landowner working groups.
- Transport for NSW.
- Other Service providers.
- Local community stakeholders and action groups.

The SSDA process will provide further opportunities for input and for the Applicant to respond to any issues raised. The project team remains committed to continuing dialogue with the relevant stakeholders and agencies throughout the development assessment process.

7.2 Engagement Undertaken to Date

7.2.1 Department of Planning, Housing and Infrastructure (DPHI)

An introductory and scoping meeting was held with DPHI's Industry Assessment's Team on 14 November 2025. The meeting:

- Introduced the project and provided an overview of the project, its relevant background, strategic drivers and context.
- Provided a summary of key consultation with services providers undertaken to date.
- Outlined key assessment issues for the EIS to address.

7.2.2 Transgrid

Consultation is ongoing with Transgrid in relation to the preferred incoming power arrangement, having regard to site constraints associated with existing Sydney Water stormwater infrastructure.

Engagement will continue as part of the electrical supply application process.

7.2.3 Sydney Water

Consultation is ongoing with Sydney Water to inform the approach to catchment modelling. A feasibility enquiry has been submitted to Sydney Water, and investigations are continuing to determine appropriate servicing Outcomes. Engagement will continue as part of the relevant application and assessment processes.

7.3 Further Engagement to Occur

The Applicant is a member of the Mamre Road Land Owner's Group East (LOG-E), which are in ongoing consultation with government agencies including:

- Department of Planning, Housing and Infrastructure.
- EHG.
- Sydney Water.
- Transport for NSW.
- Penrith City Council.

The Applicant will also conduct letter box drops to inform nearby residents and businesses.

8.0 Proposed Assessment of Impacts

This section provides an overview of the key matters requiring further assessment in the EIS and the proposed approach to assessing each of these matters. The purpose of considering these factors at this stage is to inform the preparation of the SEARs which will guide the preparation of the EIS.

8.1 Matters Requiring Further Assessment in EIS

8.1.1 Built Form, Design and Visual Impact

The proposed built form of the data centre and ancillary substation will be designed to keep with the industrial nature of the site's surrounds.

A built form assessment, including an assessment of the proposed building height and its visual impact from key surrounding vantage points and public spaces, will form part of the EIS. Given the site is located adjacent to planned industrial development and rural land away from an immediate sensitive receiver, built form impacts, including impacts arising from the proposed building height, are not anticipated. This however will be assessed in detail within the submitted EIS. Given the proposed height exceedance, the EIS will also include a detailed assessment against the MRP DCP's 20m height of building control, shown as a blue dashed line in **Figure 6** below.

Figure 6 Height plane section of proposed development (DCP height control shown with blue dashed line)

Source: Greenbox Architecture

8.1.2 Power and Utilities, Back-Up Power, Plant and Equipment

A detailed description of the proposed power generation, substation and power arrangement required to adequately service the proposed data centre will be provided in the EIS. The back-up power strategy will also be outlined.

Detail will also be provided on the proposed cooling and back-up power systems, including associated plant and the associated water and energy demands.

8.1.3 Traffic and Access

As per the Mamre Road Precinct Road Hierarchy, the site contains a frontage to Aldington Road, which is intended to be upgraded to a distributer Industrial Road. The site is also subject to a signalised intersection at the southwest corner of the site with Aldington Road.

There is expected to be no significant change to traffic generation or vehicle movements throughout the day. The traffic demand of the Proposal is expected to be consistent with that already envisioned for this part of the site within the existing approval. Notwithstanding, the EIS will be informed by a Traffic and Transport Impact Assessment that will be prepared to assess the traffic volumes associated with the Proposal's operation and construction and assessment of impacts on road safety and broader road network capacity. This assessment will also consider the cumulative traffic impacts with surrounding development.

8.1.4 Air Quality

The EIS will be accompanied by an Air Quality Impact Assessment that considers construction-related air impacts (such as dust) and operational air impacts, especially in relation to diesel exhaust. Consideration will also be given to requirements and thresholds for a Greenhouse Emissions Assessment Report.

8.1.5 Flooding and Stormwater Management

The site is located within the Hawkesbury-Nepean Catchment. As part of this SSDA, flooding and stormwater impacts will be modelled and assessed in the context of the local environment and a Stormwater Management Plan will be prepared as part of the EIS submission. Further, the flood impact risk assessment will also consider any impacts of stormwater overflow and rainfall events on the proposed building design and its structural integrity.

8.1.6 Construction and Operational Noise

Noise and vibration (both construction and operational) will be assessed as part of the EIS. Operational noise and vibration (including plant and equipment and back-up power systems) will be considered cumulatively with other surrounding developments and with consideration of any surrounding sensitive receivers.

8.1.7 Bushfire

The site comprised land classified as bushfire prone, containing Category 1 Vegetation and Vegetation Buffer. A Bush Fire Assessment will be prepared as part of the EIS submission and will consider the provision of defendable space between the bushfire hazards and future development as well as assessing it against the aim and objections of *Planning for Bushfire Protection 2019*.

8.1.8 Air Quality and Odour

An air quality and odour assessment will accompany the SSD, considering in particular construction-related air and dust impacts.

8.1.9 Biodiversity

The area of the proposed development largely sits within land designated as *urban capable* under the Cumberland Plain Conservation Plan and is therefore biodiversity offset. Impacts arising from the proposed development on parts of site not designed as *urban capable* are not anticipated (given works are not proposed in this part of the site) but will be considered and documented in the EIS.

8.1.10 Onsite Storage and Hazards

On-site storage (for the proposed 168MW data centre) is anticipated as follows:

- Diesel: approximately 1,900 kL / 1600 tonnes.
- Water: approximately 9,770 kL.
- Lithium-ion batteries: approximately 1200 tonnes.

A detailed description of the management of the diesel tanks and water will be provided in the EIS.

The EIS will also demonstrate the project can comply with the relevant Australian Standards as they relate to storage and handling of flammable liquids and storage cells and batteries.

Any on-site water treatment and re-use will also be detailed.

8.2 Additional Assessment Matters

The following matters will also be addressed as part of the EIS:

- Statutory Context;
- Estimated Development Cost and Employment Generation;
- Trees and Landscaping;
- Ecologically Sustainable Development;
- Back-up Power System;
- Ground and Water Conditions;
- Stormwater Management;
- Flooding Impacts;
- Hazards and Risks.
- Contamination and Remediation;
- Waste Management;
- Aboriginal Cultural Heritage;
- Environmental Heritage;
- Social Impact;
- Infrastructure Requirements and Utilities;
- Construction, Operation and Staging;
- Contributions
- and Public Benefit; and
- Engagement

The following matters will not be required to be assessed:

- Design Quality – the proposed development does not meet the threshold for design excellence processes given that there is no provision for this under any applicable EPI.

9.0 Conclusion

As outlined in this letter, the Proposal is declared SSD under Schedule 1, Clause 25 of the Planning Systems SEPP and is eligible for project-specific SEARs. This request for SEARs statement outlines preliminary information regarding the site, the project, the strategic and statutory context and planned stakeholder engagement.

We trust that the information provided is sufficient to enable the Secretary to issue SEARs for the preparation of the EIS.

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