



Scoping Report

Project Velocity – Precinct 1 (Stage 1)

105-145 Adams Road, Luddenham

Submitted to the NSW Department of Planning, Housing and Infrastructure
on behalf of Adams Road Badgerys Creek Pty Ltd

Prepared by Colliers Urban Planning

12 June 2026 | 2260275



'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 on behalf of Adams Road Badgerys Creek Pty Ltd ('Ironstone Property Group' or 'the Applicant') in respect to 105-145 Adams Road, Luddenham (the Site). It supports a request for project-specific Secretary's Environmental Assessment Requirements (SEARs) to guide the preparation of an Environmental Impact Statement (EIS) that will accompany a State Significant Development Application (SSDA).

The SEARs request relates to Precinct 1 (Stage 1) of Project Velocity. It will seek consent for site-wide preparation works, infrastructure works and subdivision, as well as construction and operation of an ambient and temperature-controlled warehouse and distribution centre on Lot 1. For a detailed description of the proposed development, refer to **Section 3.0**.

Precinct 1 forms part of Project Velocity, which seeks to develop approximately 193 hectares (ha) of land within the Western Sydney Aerotropolis, representing one of Australia's most strategically significant industrial and infrastructure precincts. It seeks to leverage the physical proximity to Western Sydney International (WSI) Airport and major infrastructure investment by government to deliver highest and best use development and supporting infrastructure.

Development on land within the Western Sydney Aerotropolis that comprises an Estimated Development Cost (EDC) greater than \$30 million, and is wholly permissible, is identified as State Significant Development (SSD) under Schedule 1, Section 29 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP). Therefore, the proposed development is declared to be SSD for the purposes of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This Scoping Report is submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) and has been prepared in accordance with the *State Significant Development Guidelines – preparing a Scoping Report* (DPHI, 2022). It should be read in conjunction with the Preliminary Site Plan prepared by Nettletontribe Architects (**Appendix A**) and other supporting documentation (refer to **Appendices**).

1.1 Applicant Details

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

Table 1 *Applicant Details*

Applicant	Adams Road Badgerys Creek Pty Ltd
Address	Suite 04, Level 22, 25 Bligh Street, Sydney NSW 2000
ABN	45 683 030 800

1.2 Project Objectives

The vision for Project Velocity is to deliver highest and best use development and supporting infrastructure within the north-western portion of the Western Sydney Aerotropolis. It will leverage WSI Airport and major infrastructure investment by government to deliver development and further infrastructure that benefits the broader local community and supports the growth of Western Sydney.

The objective for Precinct 1 is to deliver an integrated industrial and logistics hub that leverages the physical proximity to WSI Airport and associated Cargo Hub. It has been identified as a suitable temperature-controlled and pharmaceutical focused logistics precinct, responding to the regional context and market demand. It also seeks to deliver infrastructure that supports the development of the Site and future surrounding development.

Specifically, the objectives of the proposed development are:

- Deliver benched and serviced land to provide a future-ready precinct, supporting the orderly and coordinated development of land within the Western Sydney Aerotropolis for employment-generating uses;
- Facilitate the coordinated delivery of infrastructure that supports the activation and long-term economic role of the Western Sydney Aerotropolis;
- Deliver an ambient and temperature-controlled warehouse and distribution centre that aligns with modern tenant requirements and supports the role of the Agribusiness precinct within the Western Sydney Aerotropolis;

- Create a functional, efficient and sustainable integrated industrial and logistics hub that attracts national and global customers, supporting the strategic vision and success of the Western Sydney Aerotropolis;
- Leverage the Site's physical proximity to WSI Airport and associated Cargo Precinct, key freight transport routes and other major infrastructure investment by government to support employment growth in Western Sydney;
- Ensure environmental and amenity impacts are appropriately managed and mitigated by responding to the context and interfaces with surrounding land; and
- Protect the ongoing safe and efficient operation of WSI Airport.

1.3 Site Overview

The Site is situated within Luddenham, forming part of the Liverpool Local Government Area (LGA) and Western Sydney Aerotropolis. It is located to the immediate north-west of WSI Airport (commencing operation in 2026), approximately 21 kilometres north-west of the Liverpool Central Business District (CBD) and 46 kilometres west of the Sydney CBD.

The Site is predominantly zoned Agribusiness (AGB) and forms part of the Agribusiness Precinct under the Western Sydney Aerotropolis planning framework. It comprises an area of approximately 30 ha positioned along Adams Road, connecting to The Northern Road which represents a key regional transport route.

The locality is undergoing a significant transition, with existing rural and semi-rural land uses transitioning to logistics and employment land uses. The key surrounding development includes other precincts forming part of Project Velocity (depicted as 'orange' in **Figure 1**) and other employment and logistics development (depicted as 'blue' in **Figure 1**).

The location and surrounding context of the Site is depicted in **Figure 1** below.



Figure 1 Site Location and Context Map

Source: Nearmap, edited by Colliers Urban Planning

1.4 Background

1.4.1 Project Velocity

Project Velocity is being delivered by Ironstone Property Group on behalf of Bull Capital and joint capital partner MAAS Group.

The delivery and investment team individually comprises decades of experience within integrated real estate, development delivery, and investment management respectively.

The combined experience and expertise will support the successful delivery of significant development and infrastructure within the north-west portion of the Western Sydney Aerotropolis.



The project comprises approximately 193 ha of land within the Western Sydney Aerotropolis, representing one of the most significant landholdings assembled within the Aerotropolis. It includes a group of landholdings across Luddenham that have been organised into five (5) precincts for planning and delivery purposes, as depicted in **Figure 1**.

The Western Sydney Aerotropolis represents one of Australia's most strategically significant industrial and infrastructure precincts, anchored by WSI Airport and adjacent to rapidly expanding infrastructure. The project is specifically situated to the immediate north-west of WSI Airport within an area undergoing substantial transformation, with the ability to leverage the 24/7 operation of WSI Airport. Specifically, it is situated in close proximity to The Northern Road, providing convenient and efficient access to the dedicated Airport Cargo Precinct and M12 Motorway.

Project Velocity seeks to leverage WSI Airport and major infrastructure investment by government to deliver development and further infrastructure to benefit the broader local community and future growth in Western Sydney. It responds to the established planning framework and long-term vision for the Western Sydney Aerotropolis to deliver highest and best use development and supporting infrastructure.

In accordance with the established planning framework, the project will deliver and enable employment, logistics, agribusiness, high-technology industry and airport-supporting development. It will also deliver significant infrastructure needed to support the growth of the Western Sydney Aerotropolis, including road upgrades, stormwater infrastructure, utility servicing, and electricity infrastructure.

2.0 Strategic Context

This section identifies the key relevant strategic matters to the assessment and evaluation of the proposed development. It addresses the alignment with the strategic context, describes the key features of the Site and surroundings, and considers the potential for cumulative impacts.

2.1 Project Justification

The following strategic planning documents are relevant to the proposed development and will be subject to consideration and assessment:

- *The Greater Sydney Region Plan – A Metropolis of Three Cities* (Greater Sydney Commission, 2018).
- *Our Greater Sydney 2056 – The Western City District Plan* (Greater Sydney Commission, 2018).
- *Western Sydney Aerotropolis Plan* (NSW Government, 2020).
- *Draft Sydney Plan* (DPHI, 2025).
- *Draft NSW Industrial Lands Policy* (DPHI, 2025).
- *Connected Liverpool 2040 – Liverpool Local Strategic Planning Statement* (Liverpool City Council, 2020).

A summary of the key strategic plans that identify the strategic context of the project is provided in **Table 2** below.

Table 2 Summary of Alignment with Key Strategic Planning Documents

Strategic Document	Analysis
<i>The Greater Sydney Region Plan – A Metropolis of Three Cities</i>	The <i>Greater Sydney Region Plan – A Metropolis of Three Cities</i> (Region Plan) establishes a 40-year vision for Greater Sydney as a metropolis of three (3) cities, supported by integrated land use, transport and infrastructure planning. It identifies the Western Parkland City as a major focus for future growth, with WSI Airport and Western Sydney Aerotropolis identified as economic catalysts. The relevant objectives to the proposed development include: • Objective 1 – To ensure infrastructure supports the three cities. • Objective 14 – To promote integrated land use and transport to create a 30-minute city. • Objective 16 – To deliver a competitive and efficient freight and logistics network. • Objective 20 – To recognise WSI Airport and the Western Sydney Aerotropolis as economic catalysts. • Objective 23 – To plan, retain and manage industrial and urban services land. The proposed development is consistent with relevant objectives of the Region Plan by delivering approximately 30 ha of benched and serviced land, and employment-generating development in a location identified for airport-related, freight, logistics, industrial and productive economic activity. It will also support the broader objective of improving job containment and economic self-sufficiency within the Western Parkland City.
<i>Our Greater Sydney 2056 – The Western City District Plan</i>	<i>Our Greater Sydney 2056 – The Western City District Plan</i> (District Plan) gives district-level effect to the Region Plan and identifies the WSI Airport and Western Sydney Aerotropolis as key drivers of productivity, investment and employment growth. The District Plan identifies the need to establish a land use and transport structure that supports a liveable, productive and sustainable Western Parkland City. It also identifies the needs to leverage industry opportunities from WSI Airport and Western Sydney Aerotropolis by maximising freight and logistics opportunities, as well as planning and managing industrial and urban services land. The proposed development is consistent with Planning Priorities W7, W8 and W10 by supporting employment and industrial development in a location with strategic access to planned transport, freight and airport infrastructure. It will also support the District Plan's objective of coordinating land use and infrastructure delivery to unlock the economic potential of the Western Parkland City.
<i>Western Sydney Aerotropolis Plan</i>	The <i>Western Sydney Aerotropolis Plan</i> (Aerotropolis Plan) establishes the overarching planning framework comprising place-based vision, objectives and planning requirements for development within the Western Sydney Aerotropolis. The Aerotropolis Plan identifies objectives that include: • <i>Starting with Country</i>.

- *Integrating development with infrastructure delivery.*
- *Protecting 24-hour airport operations.*
- *Facilitating innovative employment uses.*
- *Enabling land use to evolve in response to economic drivers.*
- *Adopting a landscape-led approach.*
- *Supporting freight and people movement.*
- *Managing water in the landscape.*
- *Responding to urban heat and natural hazards.*
- *Facilitating circular economy industries.*

The proposed development is consistent with these objectives by unlocking productive employment land within the Western Sydney Aerotropolis and enabling development to be assessed against the relevant land use, infrastructure, movement, blue-green infrastructure, cultural heritage, biodiversity and sustainability requirements.

Draft Sydney Plan

The *Draft Sydney Plan* (Draft Region Plan), released in December 2025, is to replace the current Region Plan and District Plan to provide a more sustainable and balanced approach to the planning of Sydney. It provides a framework for how state and local governments should leverage planning to respond to challenges and opportunities.

The relevant responses to the proposed development include:

- *Response 4 – To grow well-located jobs.*
- *Response 5 – To align infrastructure with planned growth.*
- *Response 8 – To secure an ongoing pipeline of productive industrial lands.*
- *Response 9 – To minimise the impact of natural hazards.*
- *Response 10 – To sequence planned growth in greenfield areas.*
- *Response 12 – To protect and enhance the natural environment.*

The proposed development is consistent with the relevant responses of the Draft Region Plan by unlocking employment and productive land within a planned growth area and contributing to the pipeline of industrial and employment land. It also responds and seeks to support the Western Sydney Aerotropolis as a key driver of economic growth, recognising its role in delivering future-focused industries such as advanced manufacturing, freight and logistics and technology.

Draft Statewide Industrial Lands Policy

The *Draft Statewide Policy for Industrial Lands* (Draft Industrial Lands Policy), released in December 2025, was developed to create a more equitable and coordinated approach to planning, managing and protecting industrial lands in NSW. It introduces a framework for categorisation of industrial lands based on their contribution to economic activity and provides protections for the development and preservation of those lands for industrial purposes.

The Site is identified as regionally significant industrial land, defined as, “*areas of scale that contribute significantly to regional economies and the broader city function or provide infrastructure that supports the region through employment and economic contribution*”.

The Draft Industrial Lands Policy is underpinned by the following key objectives:

- *Securing, intensifying and actively managing industrial lands.*
- *Supporting a pipeline of development-ready industrial lands.*
- *Planning new industrial lands close to transport and freight networks where land use conflict can be minimised.*
- *Responding to changing industry needs.*
- *Supporting investment and efficient freight networks.*
- *Allowing alternative uses only where strategically justified.*

The proposed development is consistent with the objectives by creating new industrial floorspace within the Western Sydney Aerotropolis, in close physical proximity to WSI Airport and associated Cargo Precinct. It will also facilitate the creation of benched and service land to support future development.

Connected Liverpool 2040 – Liverpool Local Strategic Planning Statement

Connected Liverpool 2040 – Liverpool Local Strategic Planning Statement (LSPS) establishes Liverpool City Council's land use vision to 2040. It identifies WSI Airport and broader Western Sydney Aerotropolis as major drivers of growth, investment and employment within the Liverpool LGA.

The relevant productivity priorities to the proposed development include:

- *Planning Priority 11 – To create attractive environment for local jobs, business, tourism and investment.*
- *Planning Priority 12 – To ensure industrial and employment lands meet Liverpool's future needs.*

- **Planning Priority 13** – To support a viable 24-hour WSI Airport growing to reach its potential.

The proposed development is consistent with the relevant productivity priorities by supporting employment-generating development within the Western Sydney Aerotropolis and contributing to the supply of land capable of accommodating important productive employment uses.

2.2 Key Features of the Site and Surroundings

The Site is identified as 105–145 Adams Road, Luddenham and comprises approximately 30.08 ha of land across three (3) allotments. It is owned by Adams Road Badgerys Creek Pty Ltd as trustee of the Adams Road Trust.

To enable the delivery of road infrastructure necessary to support the proposed development and future surrounding development, the Site also incorporates the following land:

- Part of Adams Road to enable the connection of the proposed internal road network to a roundabout along Adams Road (subject to SSD-64409468); and
- Part of Lot 4 and 5 DP1234822, owned by separate adjacent landowners, to enable the delivery of a new north-south Collector Road along the western boundary.

The Site comprises an approximate 560 metre frontage to Adams Road, which forms the northern boundary of the Site and provides the primary existing road interface. The rear of the Site directly adjoins WSI Airport, with the Aviation Rescue Fire Fighting Service centre and runway located to the immediate south-east.

Historically, the Site was cleared of vegetation and used for agricultural and rural purposes. The land is currently characterised by semi-rural uses, including cleared paddock areas, scattered vegetation, a number of farm dams, dwelling houses and associated structures.

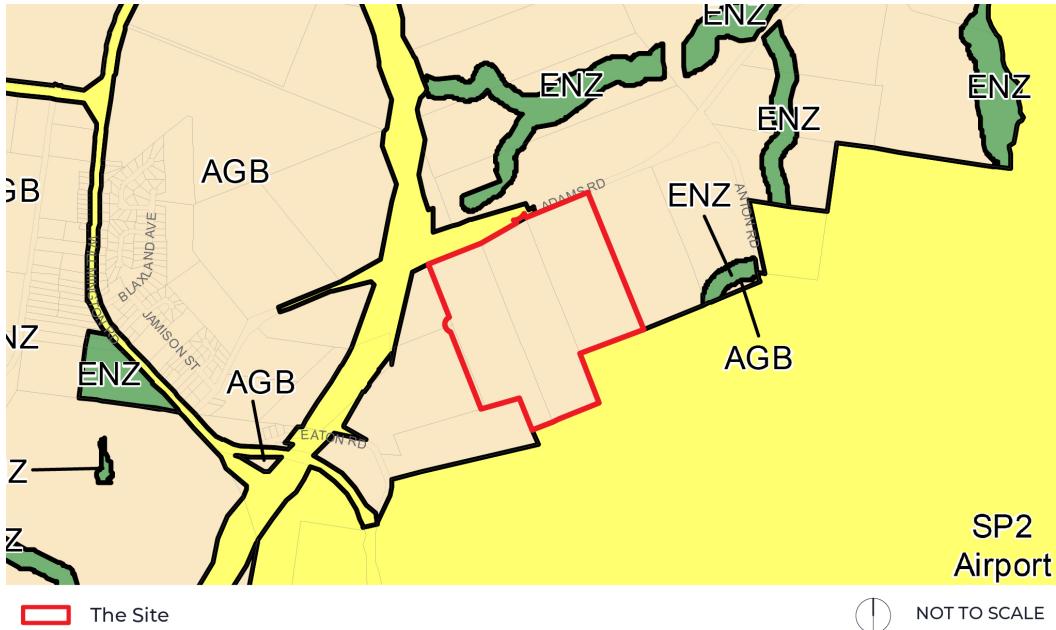
The Site and immediate surrounding context are depicted in **Figure 2** below, with a description of the Site and its key characteristics provided in **Table 3** on the following page.



Figure 2 Site Aerial Map

Source: Nearmap, edited by Colliers Urban Planning

Table 3 *Site Description and Characteristics*

Component	Description	
Site Area	30.08 ha (30.1ha including additional land)	
Site Description	Legal Description	Address
	Lot 10 DP1240153	115 Adams Road, Luddenham
	Lot 31 DP1251450	125 Adams Road, Luddenham
	Lot 5 DP250030	145 Adams Road, Luddenham
	Part of Adams Road	-
	Part of Lot 4 DP1234822	40 Eaton Road Luddenham
	Part of Lot 5 DP1234822	45 Adams Road Luddenham
Land Zoning	The land zoning of the Site falls under Chapter 4 of <i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</i> (Western Parkland City SEPP). As depicted in Figure 3, the Site is predominantly zoned Agribusiness (AGB), with the part of Adams Road zoned SP2 Infrastructure. 	
Topography	The Site comprises undulating land that generally falls from the south (high point) down towards Adams Road (low point).	
Vegetation	The Site is largely devoid of vegetation, with exception of a small cluster of planted vegetation on the western portion of the Site.	
Bushfire	A large portion of the Site identified as bushfire prone land, with Vegetation Category 3 and Vegetation Buffer affectations.	
European Heritage	The Site is identified as including a local heritage item under the <i>Western Sydney Aerotropolis Precinct Plan</i> . It is identified as the 'Adams Homestead Site', is located on Lot 5 DP250030, and is listed for potential archaeological remains. An archaeological investigation will be undertaken as part of the EIS.	
Flooding	The Site is not affected by the 1-in-100-year Annual Exceedance Probability (AEP) flood extent.	
Site Access	The Site is accessed via Adams Road with the existing development comprising a number of driveways along the street frontage.	
Airport Safeguarding	The Site is located to the immediate north-west of WSI Airport, and is affected by the following airport safeguarding provisions: • Airspace – The Obstacle Limitation Surface (OLS) is primarily located at RL 125.5m Australian Height Datum (AHD), except for the southern portion of the Site that ranges between RL 110-125.5m AHD;	

- **Aircraft Noise** – The Site includes an Australian Noise Exposure Concept (ANEC) of between 20-35;
- **Lighting Intensity** – The Site is located within the 6km lighting intensity radius zone; and
- **Wildlife Hazards** – The Site is located within the '3km buffer zone'.

Surrounding Development

The surrounding locality is undergoing significant transition in accordance with the established planning framework for the Western Sydney Aerotropolis.

Specifically, the surrounding development is described as follows:

- **North** – To the immediate north is Adams Road and adjacent semi-rural land. A large logistics focused precinct, identified as the Western Sydney Airport Business Park (SSD-64409468), is currently proposed to the north. Further north is Elizabeth Drive and M12 Motorway.
- **East** – To the immediate east is adjacent semi-rural land adjoining Adams Road and Anton Road, as well as the WSI Airport fuel station. Further east is WSI Airport.
- **South** – To the immediate south is WSI Airport, including the Aviation Rescue Fire Fighting Service for WSI Airport and runway. Further south is the WSI Airport freight precinct and Bradfield City Centre to the south-east.
- **West** – To the immediate west is adjacent semi-rural land and The Northern Road. Further west is Luddenham Village and semi-rural land.

2.3 Cumulative Impacts

The relevant and potential future projects within proximity of the proposed development are identified and summarised in **Table 4**. The potential cumulative impacts associated with the future projects will be assessed as part of the EIS.

Table 4 Future Surrounding Development

Development	Description	Status
Western Sydney Airport Business Park SSD-64409468 2422-2430 The Northern Road, Luddenham	Development of eight (8) warehouse and distribution centres with a total building area of 279,676m ² . It also includes delivery of road infrastructure.	Under Assessment
Luddenham Resource Recovery Facility Coombes Property & Renier Group SSD-10446 275 Adams Road, Luddenham	Development of a Resource Recovery Facility accepting up to 600,000 tonnes per annum (tpa) of construction and demolition waste and commercial and industrial waste.	Under Construction
Ferndale Industrial Precinct (Stages 2 and 3) Coombes Property & Renier Group SSD-99320494 275 Adams Road, Luddenham	Development of two (2) warehouse and distribution centres with ancillary office space comprising a total building area of approximately 17,380m ² .	Prepare SSDA
Industrial Subdivision DA-230/2025 70 Eaton Road, Luddenham	Site-wide preparation works, infrastructure works and subdivision to create 13 allotments for future land uses.	Approved
Elizabeth Drive West Upgrade Transport for NSW Elizabeth Drive, Luddenham	Upgrade to approximately 3.6 kilometres of Elizabeth Drive between The Northern Road at Luddenham, to near Badgerys Creek Road at Badgerys Creek, where it would connect with the future M12 Motorway.	Awaiting funding
Luddenham Industrial Park Barings SSD-48438209 2289-2309, 2311 Elizabeth Drive, Luddenham	Development of seven (7) warehouse and distribution centres with a total gross floor area of 63,537m ² .	Approved
Burrah Park HB&B Property & IFM Investors SSD-70316465 1953-2109 Elizabeth Drive, Badgerys Creek	Concept Masterplan for an industrial logistics precinct comprising approximately 630,370m ² of gross floor area. Development of Stage 1 development, including three (3) warehouse and distribution centres with a total gross floor area of 85,846m ² .	Under Assessment

DHL Logistics Facilities DHL SSD-70818708 & SSD-70817958 1953-2109 Elizabeth Drive, Badgerys Creek	• South (SSD-70818708) – Development of two (2) warehouse and distribution centres with a total gross floor area of 59,784m², located within Burrah Park. • North (SSD-70817958) – Development of two (2) warehouse and distribution centres with a total gross floor area of 66,756m², located within Burrah Park.	Under Assessment
693-711 Luddenham Road Industrial Estate MAAS Group SSD-101477460 693-711 Luddenham Road, Luddenham	Development of two (2) warehouse and distribution centres and subdivision to create six (6) development lots, including associated site preparation and infrastructure works.	Prepare SSDA
Subdivision of 121 Willmington Road Celestino SSD-77336995 121 Willmington Road, Luddenham	Subdivision to create eight (8) lots, including associated site preparation and infrastructure works to support future development.	Under Assessment
Sydney Science Park Celestino SSD-78774218 565-601A Luddenham Road, Luddenham	Concept Masterplan for urban structure plan, staging and guidelines. Stage 1 development for subdivision to create 18 lots, including associated site preparation and infrastructure works to support future development.	Under Assessment
New Mamre Anglican School The Anglican Schools Corporation SSD-82956711 565-601 Luddenham Road, Luddenham	Staged development of a new primary and secondary school with a total student capacity of 1,355 students and 130 full-time equivalent (FTE) staff.	Prepare SSDA

3.0 Project Description

3.1 Overview

The Applicant will seek development consent under ‘Division 4.7 – Stage Significant Development’ of the EP&A Act. Precinct 1 (Stage 1) of Project Velocity will seek development consent for proposed site-wide preparation and infrastructure works, subdivision, and development of a cold-storage warehouse and distribution centre on Lot 1.

Specifically, development consent will be sought for the following:

- Site-wide preparation works, including demolition of existing structures, removal of existing vegetation, dam decommissioning, remediation, bulk earthworks and construction of retaining walls;
- Site-wide infrastructure works, including construction of internal roads, connection to Adams Road, stormwater infrastructure, and utility infrastructure;
- Torrens title subdivision;
- Construction and operation of an ambient and cold-storage warehouse and distribution centre on Lot 1, including:
 - Centrally located warehouse comprising an area of approximately 38,155m² (33,491m² excluding loading zones);
 - Ancillary office comprising an area of approximately 3,000m²;
 - Workshop, wash bay and pump room comprising an area of approximately 989m²;
 - Hardstand area and loading docks to the north and south, supported by perimeter access to the east and west;
 - At-grade car park including approximately 189 car parking spaces;
 - Landscaping;
 - Pylon and façade signage; and
 - Hours of operation of 24 hours, 7 days a week.

A Preliminary Site Plan has been prepared by Nettletontribe Architects and included at **Appendix A**.

An overview of the indicative key project details is provided in **Table 5** below, with an extract of the Preliminary Site Plan provided in **Figure 4** on the following page.

Table 5 Indicative Key Project Details

Component	Description	
Site Area	301,069m ²	
Non-Developable Area	28,240m ²	
Developable Area	Lot 1	87,615 m ²
	Lot 2	62,620m ²
	Lot 3	122,230m ²
	Total	272,465m ²
Lot 1		
Land Use and Activities	An ambient and cold-storage warehouse and distribution centre, including ancillary office space	
Site Area	87,615 m ²	
Building Area	Warehouse	38,155m ² (33,491m ² excluding loading zones)
	Ancillary office	3,000m ²
	Workshop, wash bay and pump room	989m ²
	Total	42,144m ² (37,480m ² excluding loading zones)
Site Coverage	0.47:1	
Maximum Building Height	17.5m (roof ridge height excl. rooftop plant)	

Car Parking	189 car parking spaces
Landscape Area	13,372m ² (15.3%)
Operational Hours	24 hours per day, 7 days per week

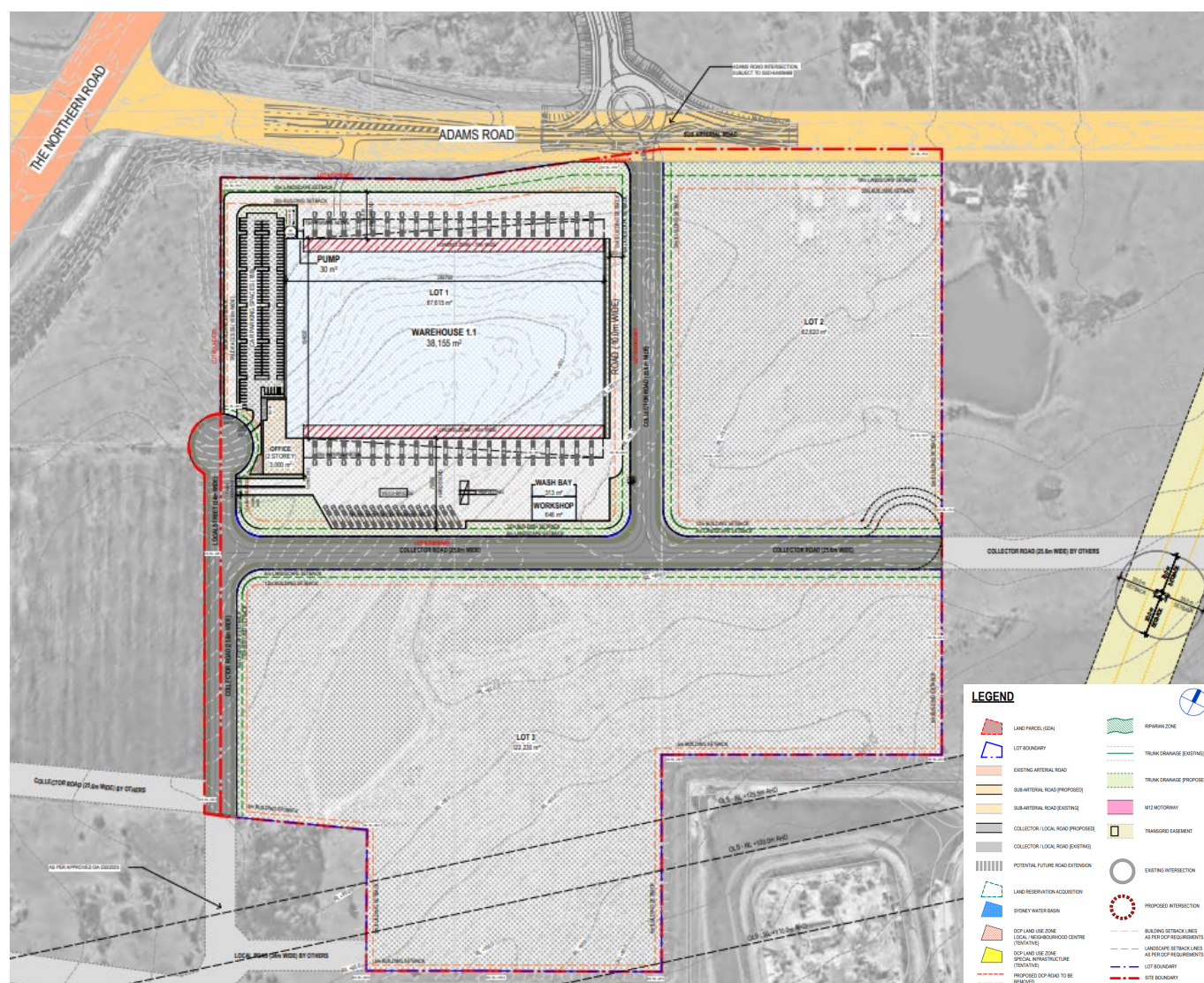


Figure 4 Preliminary Site Plan

Source: Nettletontribe Architects

3.2 Overview of Alternatives

The development of the project is driven by the focus to provide the most appropriate design response to the environmental opportunities and constraints of the Site. An overview of alternatives considered is provided in **Table 6**, which confirms the proposed development represents the highest and best use, consistent with the desired future character of the area.

Table 6 Overview of Alternatives

Alternative	Consideration
'Do Nothing'	The 'do nothing' alternative would result in the Site remaining in its existing condition and would fail to deliver the employment-generating land uses, enabling infrastructure or serviced development platforms envisaged for the Western Sydney Aerotropolis. This option would not realise the strategic intent of the Agribusiness zone, including the encouragement of integrated logistics, air freight, integrated intensive production, food innovation, fresh product, value added food uses, and pharmaceuticals. It would also delay the coordinated delivery of infrastructure and productive land uses in an area identified for transition and investment.

Alternative Use	Alternative land uses have been considered, having regard to the established planning framework for the Western Sydney Aerotropolis and surrounding development context. However, the proposed warehouse and distribution centre use is considered an appropriate and strategically responsive outcome given the strong demand for logistics, supply chain and employment land within the precinct. The proposed use can support the objectives of the Agribusiness zone by facilitating development for integrated logistics, air freight, integrated intensive production, food innovation, fresh product, value added food uses, and pharmaceuticals
Delaying the Development	Delaying the proposed development would defer the delivery of serviced and benched employment land, infrastructure investment and development of employment generating uses within the Western Sydney Aerotropolis. It would reduce the ability of the land to respond to current market demand for integrated logistics development in proximity to WSI Airport and associated Cargo Precinct. The delaying would subsequently delay the planned transition of the precinct toward its identified employment function. The progression of the proposed development through the SSDA process is considered a more appropriate outcome as it enables environmental, infrastructure and design matters to be assessed and resolved in a coordinated manner.
The Proposed Development	The proposed development is the preferred option as it provides the most effective and integrated response to the strategic, economic and infrastructure objectives for the Western Sydney Aerotropolis. It enables the orderly and coordinated delivery of employment-generating land in a manner that aligns with the vision for the Western Sydney Aerotropolis, leverages the Site's proximity to WSI Airport and key transport networks, and supports investment and job creation. Importantly, it facilitates the timely provision of essential infrastructure, integrates with planned movement networks, and responds appropriately to environmental and airport safeguarding requirements. As a precinct-scale outcome, it optimises land use efficiency, contributes to the broader supply of industrial land, and delivers a high-quality, well-structured employment precinct, making it the preferred alternative to the do nothing, alternate use or delayed development scenarios.

4.0 Statutory Context

A summary of the statutory requirements relevant to the proposed development is provided in the following subsections.

4.1 Power to grant approval

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, Section 29 of the Planning Systems SEPP relates to the Western Sydney Aerotropolis and states:

29 Development in the Western Sydney Aerotropolis

Development on land shown on the Land Application Map under State Environmental Planning Policy (Precincts—Western Parkland City) 2021, Chapter 4 if the proposed development—

(a) has an estimated development cost of more than \$30 million, and

(b) does not involve development—

(i) prohibited under the Chapter, or

(ii) to which that Policy, section 4.13A applies.

An Estimated Development Cost Statement has been prepared by WT Partnership and included at **Appendix B**. It confirms that the proposed development will comprise an EDC that exceeds \$30 million. On the basis that the proposed development is situated within the Western Sydney Aerotropolis, comprises an EDC greater than \$30 million and is wholly permissible, it is declared to be SSD for the purposes of the EP&A Act.

Before SSD can be determined, it must be subject to a comprehensive assessment under the EP&A Act. Section 4.5 of the EP&A Act and Section 2.7 of the Planning Systems SEPP stipulates 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.

4.2 Permissibility

The proposed development is identified as including *Roads*, as well as a *Warehouse and distribution centre* on Lot 1, as defined under the Standard Instrument.

The zoning of the Site falls under Chapter 4 of the Western Parkland City SEPP. The Site is predominantly zoned Agribusiness (AGB), with part of Adams Road zoned SP2 Infrastructure (refer to **Figure 3**).

Development for the purposes of *Roads* and *Warehouse and distribution centres* is permissible with consent in the Agribusiness zone under Chapter 4 of the Western Parkland City SEPP. Further, development for the purposes of *Roads* is also permissible with consent in the SP2 Infrastructure zone.

4.3 Other Approvals

The other legislative approvals required for the Proposal in addition to a consent under Division 4.7 of the EP&A Act are outlined in **Table 7**. While specific approval is not required, the relevant matters relating to these approvals are to be assessed as part of the SSDA.

Table 7 Other Approvals

Matter	Consideration
Approvals not required for State Significant Development	Section 4.41 of the EP&A Act stipulates that certain authorisations are not required for SSD. If the proposed development was not classified as SSD, a bush fire safety authority under Section 100B of the <i>Rural Fires Act 1997</i> would be required.

Consistent Approvals	Section 4.42 of the EP&A Act stipulates that certain authorisations cannot be refused if they are necessary for carrying out SSD. An approval under Section 138 of the <i>Roads Act 1993</i> 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.

4.4 Pre-conditions to Granting Consent

The pre-conditions to be fulfilled by the consent authority before exercising their power to grant development consent are identified and considered in **Table 8** below.

Table 8 *Pre-conditions to Granting Consent*

Statutory Reference	Consideration
<i>State Environmental Planning Policy (Industry and Employment) 2021</i>	Section 3.6 of the <i>State Environmental Planning Policy (Industry and Employment) 2021</i> (Industry and Employment SEPP) stipulates that a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that: • The signage is consistent with the objectives of the SEPP; and • The signage satisfies the assessment criteria specified in Schedule 5 of the SEPP. The proposed development will include estate signage and signage zones that are described and assessed in accordance with Section 3.6 of the Industry and Employment SEPP.
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Section 4.6 of the <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i> (Resilience and Hazards SEPP) stipulates that a consent authority must not consent to the carrying out of development unless: • It has considered whether the land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out. • If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is suitable that the land will be remediated before the land is used for that purpose. The proposed development will include remediation to render the Site suitable for the proposed uses. It will be accompanied by investigations that will be assessed in the EIS.
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	Section 3.3(2) of <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> (Sustainable Buildings SEPP) requires the consent authority to be satisfied that it has committed to achieving the applicable NABERS Energy and Water Ratings. The EIS will subsequently be accompanied by a NABERS Agreement to Rate.
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	Section 2.121 of <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (Transport and Infrastructure SEPP) requires the consent authority to provide Transport for NSW with written notice of developments considered a 'traffic generating activity'. The proposed development is identified as a 'traffic generating activity' as it is for a <i>Warehouse or distribution centre</i> with a site area of more than 8,000m².
<i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</i>	Chapter 4 of the Western Parkland City SEPP is the principal Environmental Planning Instrument that establishes the land use zoning and development standard for the Site. It establishes the following relevant pre-conditions to granting development consent: • <i>Section 4.17 – Aircraft noise – noise sensitive development;</i> • <i>Section 4.18 – Building wind shear and turbulence;</i> • <i>Section 4.19 – Wildlife hazards;</i> • <i>Section 4.21 – Lighting;</i> • <i>Section 4.22 – Airspace operations;</i> • <i>Section 4.23A – Operation of certain air transport facilities;</i> • <i>Section 4.26 – Heritage conservation;</i> • <i>Section 4.27 – Transport corridors;</i> • <i>Section 4.28B – Aboriginal cultural guidelines;</i> • <i>Section 4.31 – Design review panels;</i>

- Section 4.39 – Development must be consistent with Precinct Plan; and
- Section 4.49 – Public utility infrastructure.

The EIS will provide an assessment of the applicable sections of Chapter 4 of the Western Parkland City SEPP.

4.5 Mandatory Matters for Consideration

The matters that the consent authority is required to consider in deciding whether to grant consent are identified and considered in **Table 9** below.

Table 9 *Mandatory Matters for Considerations*

Statutory Reference	Consideration
<i>Biodiversity Conservation Act 2016</i>	Section 8.4 of the <i>Biodiversity Conservation Act 2016</i> (BC Act) stipulates that an assessment of the likely biodiversity impacts of the proposed development is not required for biodiversity certified land. The majority of the Site is certified as 'Urban Capable Land' under the <i>Cumberland Plain Conservation Plan</i> (CPCP) and is therefore biodiversity certified under the BC Act. It is noted that the Adams Road corridor is classified as 'Excluded Land' under the CPCP and is therefore not biodiversity certified. Any development on 'Excluded Land' will be accompanied by a Biodiversity Development Assessment Report (BDAR) or BDAR Waiver in accordance with Section 7.9 of the BC Act. If a BDAR is prepared, the consent authority must take into consideration the likely impact of the proposed development on biodiversity values in accordance with Section 7.14 of the BC Act.
<i>Environmental Planning and Assessment Act 1979</i>	Development in NSW is regulated pursuant to the EP&A Act, which sets out the procedures and objects for all development. Specifically, Section 1.3 of the EP&A Act sets out the objects of the Act and Section 4.15(1) of the EP&A Act provides matters that must be considered by the consent authority in the assessment of the SSDA. The EIS will be prepared in accordance with the relevant provisions of the EP&A Act.
<i>Environmental Planning and Assessment Regulation 2021</i>	Part 8, Divisions 2 and 5 of the EP&A Regulation sets out procedures which relate to the preparation and submission of EISs. The EIS will be prepared in accordance with Clauses 190 and 192 of Division 5 which relate to the form and content of the EIS.
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	The Resilience and Hazards SEPP applies to any development which falls under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'. The EIS will outline if the proposed development includes the storage of dangerous goods and will confirm if any storage of dangerous goods would exceed the thresholds established under the Department of Planning's guideline 'Applying SEPP 33'.
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	Section 3.2 of the Sustainable Buildings SEPP requires the consent authority to consider a range of sustainability and efficiency measures, and to ensure that the embodied emissions have been quantified. The EIS will be subsequently accompanied by a NABERS Embodied Emissions Form. Section 3.3(1) of the Sustainable Buildings SEPP requires the consent authority to consider if the development minimises the use of on-site fossil fuels. The EIS will be subsequently accompanied by a Net-Zero Statement.
<i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</i>	Chapter 4 of the Western Parkland City SEPP is the principal Environmental Planning Instrument that establishes the land use zoning and development standard for the Site. It includes the following relevant considerations that will be fully addressed in the EIS: • Part 4.2 – Land use permissibility and consistency with zone objectives. • Part 4.3 – Airport safeguarding • Part 4.4 – General development controls • Part 4.5 – Design excellence • Part 4.7 – The Aerotropolis Precinct plan • Part 4.8 – Relevant acquisition authority The proposed development is generally consistent with the provisions under Chapter 4 of the Western Parkland City SEPP, with only minor variations to the <i>Western Sydney Aerotropolis Precinct Plan</i>.

5.0 Stakeholder Engagement

5.1 Engagement Carried Out

In regard to the broader Project Velocity, the Applicant has carried out early engagement with a number of key infrastructure authorities and organisation, including:

- **NSW Department of Planning, Housing and Infrastructure** – An initial project briefing with the Industry Assessment's Team occurred on 17 October 2025 to provide an overview of the project, including proposed development and planning pathways. A scoping meeting was held with the Industry Assessment's Team on 11 June 2026 to provide a briefing on the SEARs requests for Precinct 1-4 and discuss key relevant matters.
- **Infrastructure NSW** – A project briefing occurred on 4 August 2025 to provide an overview of the project and related infrastructure delivery.
- **Transport for NSW** – An initial meeting was held on 12 May 2025 in relation to the delivery of three (3) major intersections and several kilometres of State and Local Roads.
- **Sydney Water** – Initial meetings have been held in relation to the delivery of the regional stormwater scheme and utility servicing for the project.
- **Transgrid/Lumea** – Initial discussions have occurred in relation to existing high-voltage electrical transmission infrastructure and easements within the locality.
- **Endeavour Energy** – Initial discussions have occurred to discuss potential electrical infrastructure delivery required within the locality.

In regard to Precinct 1, the Applicant has also carried out early engagement with adjoining landowners, including:

- **40 Eaton Road (Lot 4 DP123482)** – A briefing of the project, discussion on the delivery of the proposed Collector Road along the shared western boundary of the Site, and coordination of the adjacent landowners future development.
- **45 Adams Road (Lot 9 DP1240153)** – A briefing of the project and discussion regarding the inclusion of the proposed Collector Road cul-de-sac onto the subject land along the shared western boundary of the Site.
- **161 Adams Road (Lot 6 DP250030)** – A briefing of the project and discussion on the potential location of a neighbourhood centre, indicated on the Precinct Plan as being situated within the locality.

5.2 Engagement to be Carried Out

Engagement is proposed to be carried out through the preparation of the EIS prior to submission in accordance with the *Undertaking Engagement Guidelines for State Significant Development* (DPHI, 2026). The Applicant will engage with surrounding landowners, and may include the following activities:

- A Community Information Flyer and Invitation to meet Project Team;
- Management and co-ordination of an email address for enquiries; and
- Letterbox drop of appropriate community information package.

The Applicant will also engage with local Council, key government agencies and relevant organisations which are anticipated to include:

- NSW Department of Planning, Housing and Infrastructure;
- Liverpool City Council;
- Transport for NSW;
- Sydney Water;
- Transgrid;
- Endeavour Energy;
- NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW), including:
 - Conservation Programs, Heritage and Regulation Group;
 - Heritage NSW; and
 - Water Group;

- NSW Rural Fire Service;
- Fire and Rescue NSW; and
- WSI Airport.

The EIS will be accompanied by a Consultation Outcomes Report, which will include details of how issues raised and feedback provided during engagement activities have been considered and responded to in the development. It will also include details of the proposed approach to future community and stakeholder engagement based on the results of consultation.

6.0 Proposed Assessment of Impacts

This section provides an overview of the key matters requiring and not 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.

6.1 Matters Requiring Further Assessment in EIS

Traffic, Transport and Access

A Transport Statement has been prepared by Ason Group and included at **Appendix C**. It provides an assessment of the preliminary proposed road network against the Western Parkland City SEPP and Precinct Plan, as well as guidance regarding future assessment requirements.

The proposed development is generally consistent with the Precinct Plan street hierarchy, with the primary exception being the omission of the fine-grained local road network within the Site (refer to **Figure 5**). Collector Roads are retained in accordance with the Precinct Plan; however, the local roads have necessarily been adjusted to respond to the current market demand for large-format warehousing which is not conducive to small block sizes.

It is noted that similar modification and removal of (nominal Precinct Plan) local roads is a common feature of many other developments within the Western Sydney Aerotropolis. A cul-de-sac is proposed on the western site boundary to ensure that connectivity objectives of the Precinct Plan are achieved for the Site to the west, which might otherwise be isolated due to the other road frontages being formed by arterial and sub-arterial roads which are often access-denied roads.

The EIS will be accompanied by a Transport Impact Assessment, including a Preliminary Green Travel Plan and Preliminary Construction Traffic Management Plan. It will include information of traffic modelling completed for the key relevant intersections, representing the Adams Road / The Northern Road signals and The future Adams Road / Collector Road roundabout (refer to **Figure 5**).

The preliminary road network's consistency with the Precinct Plan and the key intersections relevant to the proposed development is identified in **Figure 5** below.

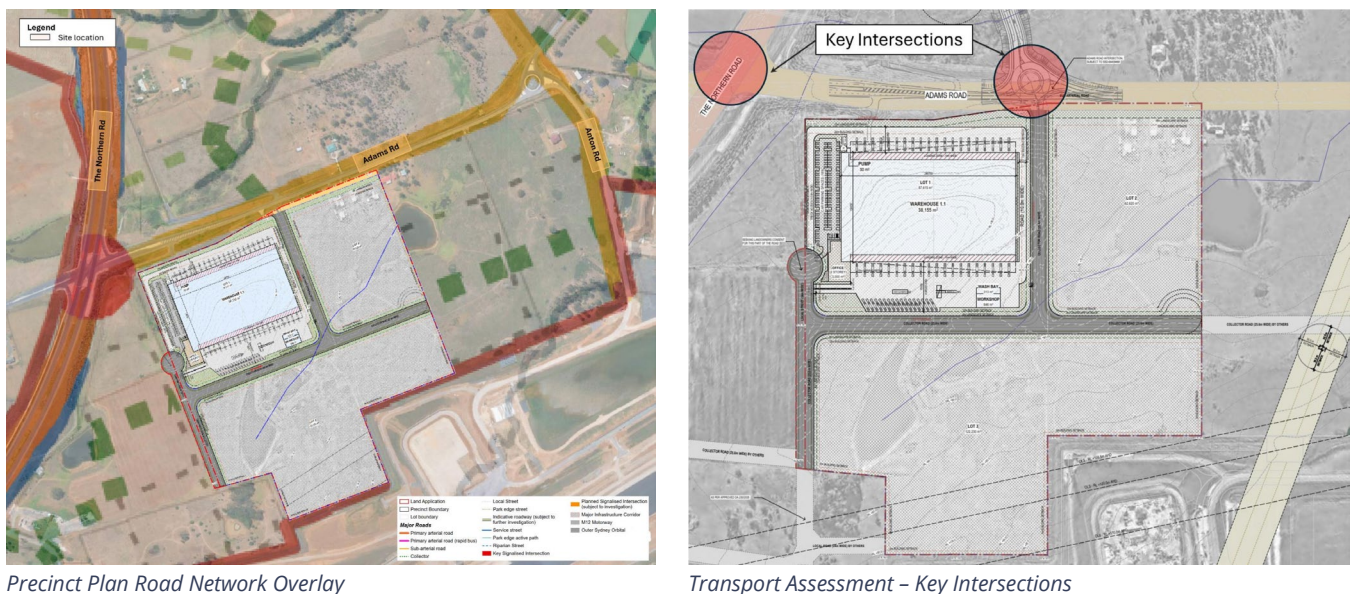


Figure 5 Preliminary Road Network – Precinct Plan Overlay and Key Intersections

Source: Ason Group

The Transport Impact Assessment will also consider cumulative traffic impacts associated with surrounding development, the staged delivery of infrastructure and the coordination of roadworks with relevant road authorities, including Transport for NSW and Council.

The EIS will also identify the road infrastructure works required to facilitate the proposed development, including permanent and interim road upgrades, intersection works, internal road connections, potential land dedication and works-in-kind arrangements. This will include consideration of the extent to which the proposed road network can integrate with adjoining landholdings and support the broader movement framework envisaged for the Western Sydney Aerotropolis.

Stormwater and Integrated Water Management

The EIS will include a detailed civil, stormwater and integrated water management assessment to demonstrate how the proposed development will manage stormwater quantity, quality and flow during construction and operation. The assessment will address the relevant stormwater performance outcomes and benchmark solutions under the Aerotropolis planning framework, including the requirement to achieve stormwater quality and flow targets and support improved health of the Wianamatta-South Creek catchment.

The assessment will consider the relationship between on-site stormwater infrastructure and the broader regional stormwater management framework being planned by Sydney Water for the Western Sydney Aerotropolis.

This will include consideration of the following:

- Detention;
- Bioretention;
- Wetlands;
- Naturalised channels;
- Gross pollutant traps;
- Water-sensitive urban design measures;
- Trunk drainage;
- Stormwater harvesting; and
- The potential need for interim stormwater infrastructure pending delivery of regional solutions.

The EIS will also consider land identified for open space, drainage and stormwater infrastructure, including areas within riparian corridors and land identified for acquisition by Council or Sydney Water. The assessment will address how the proposal responds to these areas, including opportunities for stormwater infrastructure to be integrated with blue-green infrastructure, open space, biodiversity, urban cooling and landscape outcomes.

Other Matters Requiring Further Assessment in EIS

A comprehensive assessment of the relevant matters and impacts which will be addressed in detail within the EIS is provided in **Table 10** below.

Table 10 *Matters Requiring Further Assessment in the EIS*

Matter	Proposed Assessment
Built Form and Urban Design	• The SSDA will be accompanied by detailed architectural and site plans, including sections, elevations and details of materials. • The EIS will: - Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach. - Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality. - Demonstrate how the building design will deliver a high-quality development, including consideration of façade design, articulation, materials, finishes, colours, any signage and integration of services. - Assess how the development complies with the relevant accessibility requirements.
Visual Impact	• The EIS will be accompanied by a Visual Impact Assessment (VIA) of the proposed development on the amenity of the surrounding area and proposed mitigation measures. It will include: - Photomontages and rendered images of the proposed development when viewed from public vantage points and other surrounding streetscapes.

	- Details including but not limited to locations, dimensions, and contents of all signage proposed for the warehouses including any illuminated signage.
Trees and Landscaping	• The EIS will be accompanied by a detailed site-wide landscape plan, that: - Identifies the number and location of trees to be removed and retained, and how opportunities to retain significant trees have been explored and/or informs the plan. - Details the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage (as a percentage of each development site). • The EIS will demonstrate how the proposed development will: - Contribute to long term landscape setting in respect of the site and streetscape. - Mitigate the urban heat island effect and ensure appropriate comfort levels on-site. - Contribute to the objective of increased urban tree canopy cover. - Maximise opportunities for green infrastructure, consistent with Greener Places and having regard to any bush fire risk.
Utilities and Services	• The EIS will include a utilities and servicing assessment to confirm that appropriate arrangements can be made for the provision of essential services and infrastructure to support the proposed development. This will include consideration of water, wastewater, electricity, gas, telecommunications, stormwater and other utility services necessary to support the proposed development and future stages. • The assessment will consider the capacity, staging and delivery of utility infrastructure having regard to the scale of the proposed development, the broader servicing framework and the requirements of relevant service authorities. The EIS will identify any upgrades, relocations, easements, service corridors, connections or augmentation works required to support the proposal and demonstrate that utilities can be delivered in a safe, efficient and coordinated manner.
Airport Safeguarding	• As identified in Section 2.2, the Site is located to the immediate north-west of WSI Airport. • The EIS will be accompanied by an Aeronautical Impact Assessment (AIA) that assesses the proposed development's compliance with airport safeguard requirements under the Western Parkland City SEPP, as well as the principles and guidelines established under the National Airports Safeguarding Framework (NASF).
Noise and Vibration	• The proposed development on Lot 1 will include temperature-controlled areas, with the indicative refrigerated system to be a high-efficiency ammonia/glycol refrigeration system. • The EIS will be accompanied by a Noise and Vibration Impact Assessment to assess the noise and vibration impacts associated with the construction and ongoing operation of the proposed development, with specific regard to operation of the temperature-controlled areas, heavy vehicle movements from the development and surrounding land use context. • Relevant noise mitigation and management measures to reduce noise and vibration will be detailed in the assessment, including the adoption of three-phase electrical connections at designated refrigerated vehicle loading and standing areas. This will enable refrigeration units to operate without reliance on diesel-powered auxiliary motors whilst parked on-site.
Air Quality	• The EIS will be accompanied by an Air Quality Impact Assessment prepared in accordance with NSW Environment Protection Authority guidelines, detailing any impacts caused by the construction of the development and any potential for impacts during operation, particularly with regard to nearby sensitive receivers. • The construction air quality assessment will comprise a quantitative assessment of construction dust during the bulk earthworks phase. Mitigation and management measures to reduce the proposed development's impact to adverse air quality during construction will also be identified where relevant.
Flooding	• The EIS will include a flood assessment demonstrating that the Site is not flood affected, and that the proposed development will not influence upstream or downstream flood behaviour.
Biodiversity	• The vast majority of the Site is 'Certified – Urban Capable Land' under the Cumberland Plain Conservation Plan (CPCP), requiring no further biodiversity assessment. • It is noted that the Adams Road corridor is classified as 'Excluded Land' under the CPCP. Therefore, a Biodiversity Development Assessment Report (BDAR) will be prepared or a BDAR Waiver will be requested.
Aboriginal Cultural Heritage	• The Precinct Plan identifies the Site as being characterised by moderate Aboriginal Cultural Sensitivity. Further assessment will be carried out to determine the Aboriginal cultural value of the site.

	- The EIS will be supported by an Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared in accordance with: <i>Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW</i>; <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW</i>; and <i>Aboriginal Cultural Heritage Consultation Requirements for Proponents</i>.
Non-Aboriginal Cultural Heritage	The EIS will be accompanied by a Heritage Assessment that includes an assessment of the impact of the proposed development on the 'Adams Homestead Site' located on Lot 5 DP250030, identified for potential archaeological remains.
Contamination	The EIS will be accompanied by a contamination study which will assess and quantify potential soil and groundwater contamination resulting from the Site's historical uses, in accordance with the Resilience and Hazards SEPP.
Ecologically Sustainable Development (ESD)	- The proposed development will include a range of sustainability measures to align with customer expectations and objectives of the Western Sydney Aerotropolis. The adopted measures will support the development in achieving a minimum 5 Star Green Star rating target. - In addition, the proposed development will incorporate sustainability-focused freight infrastructure measures. This includes the indicative provision of three-phase electrical connections at designated refrigerated vehicle loading and standing areas, enabling refrigeration units to operate without reliance on diesel-powered auxiliary motors whilst parked on-site. This initiative is intended to minimise cumulative acoustic impacts, reduce vehicle idling, lower greenhouse gas emissions and improve local air quality outcomes. - The EIS will identify how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development and demonstrate how the development has been designed to address the provisions set out in the Sustainable Buildings SEPP.
Waste Management	The EIS will be accompanied by a Waste Management Plan, outlining the anticipated quantities and streams of waste generated by the proposed development during construction and operation, and the intended management of waste in terms of storage, removal off-site and disposal.
Social Impact	The EIS will be accompanied by a Social Impact Assessment of the proposed development in accordance with the <i>Social Impact Assessment Guideline</i> (DPHI, 2026).
Bushfire Risk	The EIS will be accompanied by a Bushfire Assessment that details proposed bush fire protection measures and demonstrates compliance with Planning for Bush Fire Protection guideline.



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