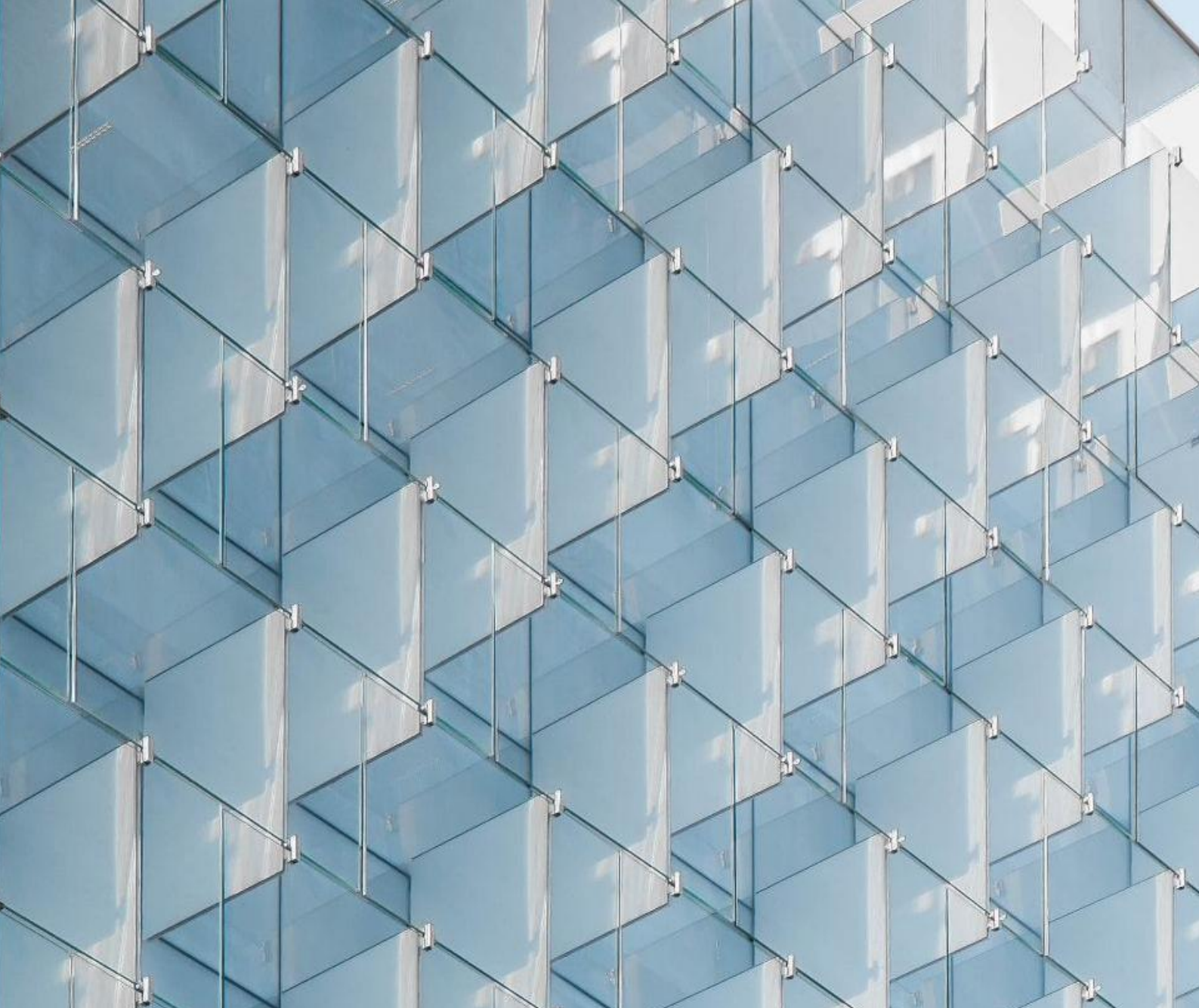




WILLOWTREE PLANNING

SCOPING REPORT

SUBDIVISION TO FACILITATE DEVELOPMENT LOTS, PUBLIC ROADS AND STORMWATER INFRASTRUCTURE

170 Willmington Road, Luddenham

Prepared by Willowtree Planning Pty Ltd
for **170 Willmington Pty Ltd**

25 June 2026

SCOPING REPORT

Subdivision to facilitate development lots, public roads and stormwater infrastructure
170 Willmington Road Luddenham

Willowtree Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing and ongoing connections to land, waters, and community.

We acknowledge the Cammeraygal people, the Traditional Custodians of the land where this document was prepared, as well as the Traditional Owners of the Land where the proposed development will be located. We pay our respects to Elders past, present and emerging.

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Disclaimer

This report has been prepared by Willowtree Planning with input from a number of other expert consultants (if relevant). To the best of our knowledge, the information contained herein is neither false nor misleading and the contents are based on information and facts that were correct at the time of writing. Willowtree Planning accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance in information in this publication.

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170 Willmington Road, Luddenham

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APPENDICES

Appendix	Document	Prepared by
A	Concept Plan	JN Consulting Engineers
B	Estimated Development Cost Report	Napier & Blakely Pty Ltd



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170 Willmington Road Luddenham

1. INTRODUCTION

This Scoping Report has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning) on behalf of 170 Willmington Pty Ltd (the Proponent), in relation to the proposed development at 170 Willmington Road, Luddenham (the Subject Site). The proposed development involves staged Torrens title subdivision of the Subject Site into eight (8) lots, construction of roads and stormwater infrastructure, earthworks, and all associated works to facilitate future development within the Western Sydney Aerotropolis (Aerotropolis).

The purpose of this Scoping Report is to request **Project-Specific** Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) for a State Significant Development Application (SSDA).

The proposal is State Significant Development (SSD) pursuant to Schedule 1, Section 29 of the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) as it is development in the Western Sydney Aerotropolis with an Estimated Development Cost (EDC) of more than \$30 million.

This Scoping Report has been prepared in accordance with the NSW Department of Planning, Housing and Infrastructure (the Department) *State significant development guidelines – preparing a scoping report*, October 2022 (the Guidelines) in accordance with Section 173 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation).

This Scoping Report should be read in conjunction with other supporting technical documentation appended to the report.

1.1 Proponent Details

The Proponent details for the proposed development are listed in **Table 1** below.

Table 1: Proponent Details	
Name	170 Willmington Pty Ltd ATF Willmington Unit Trust
ABN	71 787 973 717
Address	Level 26, 1 Bligh Street Sydney NSW 2000

1.2 Overview of the Site and Regional Setting

The Subject Site is located at 170 Willmington Road, Luddenham within the Liverpool Local Government Area (LGA) and is described as Lot 2 DP 827223. The Subject Site has a total area of approximately 12.35ha.

The Subject Site is located within the Aerotropolis in the Agribusiness precinct, approximately 1.5km northwest of the Western Sydney International (Nancy-Bird Walton) Airport, which is currently under construction. The Aerotropolis is a new priority growth precinct designed to leverage the Western Sydney Airport. The Agribusiness precinct is envisioned to offer key access points to the airport, accommodating agribusiness uses including integrated logistics, air freight, integrated intensive production, food innovation, and fresh products and value-added food pharmaceuticals.

The Subject Site is irregular in shape with a western frontage to Willmington Road of approximately 187m, a southern boundary of approximately 534m, a northern boundary of approximately 507m and an eastern boundary of approximately 298m. The Subject Site currently contains several buildings



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including two (2) brick residences, a free-standing metal shed and three sheds along the northern boundary, grass paddocks, an existing dam, and trees scattered across the western portion. The existing land use is generally rural and agricultural.

Land to the south of the Subject Site is used for a variety of rural purposes, including grazing and horticulture. Adjacent to the Subject Site's northern boundary is rural property. To the Subject Site's west is a rural property with greenhouses and paddocks. Luddenham Village is located to the south of the Subject Site.

A map of the Subject Site in its regional setting is provided in **Figure 1**.

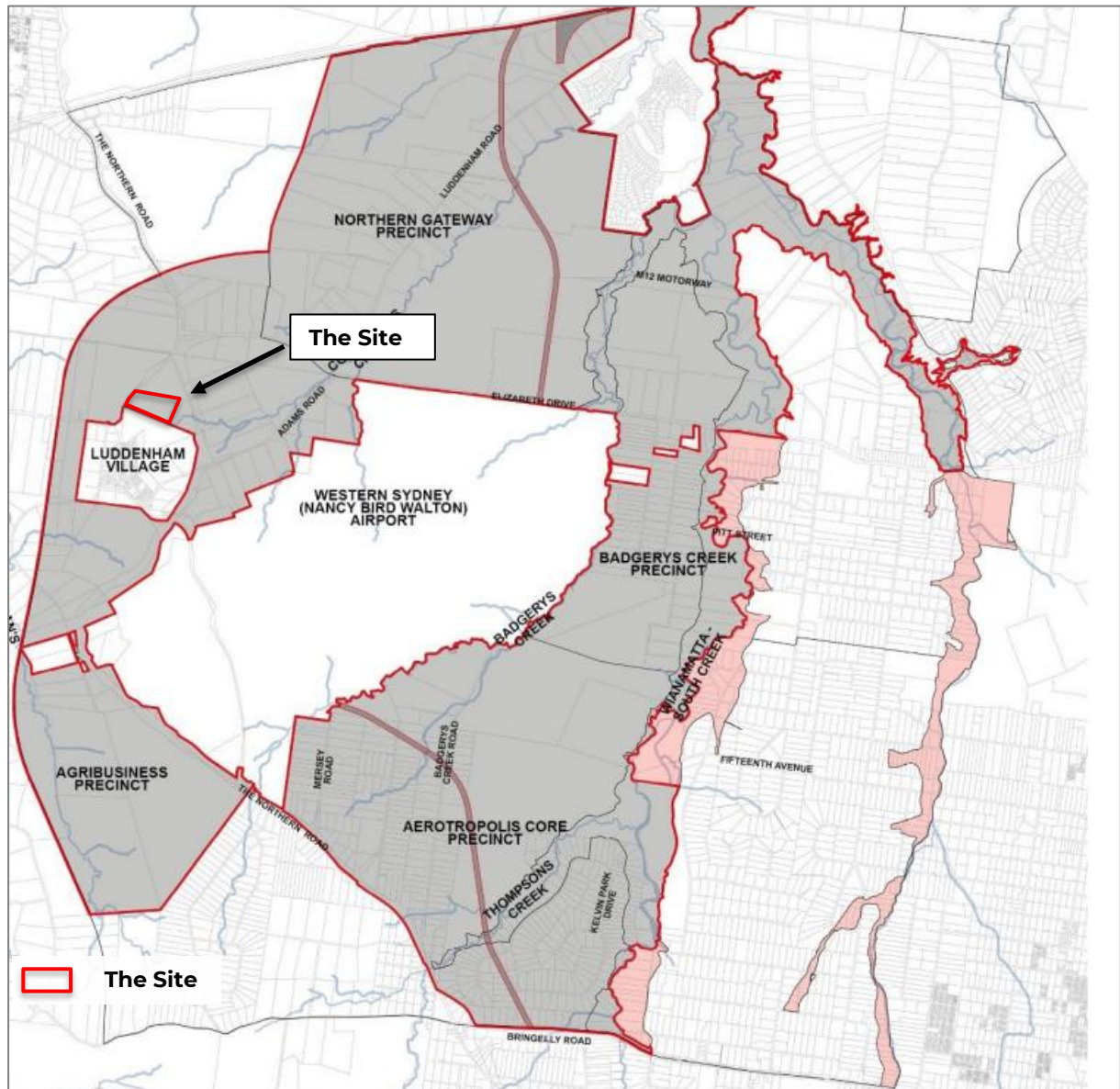


Figure 1. Regional Context

Source: Aerotropolis Precinct Plan/Willowtree Planning, 2026

1.3 Overview of Development

The proposed development will comprise the following:

- Staged Torrens title subdivision of the Subject Site into eight (8) lots comprising;



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- Six (6) development lots (Lots 01, 1A, 02, 03, 06 and 07);
 - Two (2) infrastructure lots containing Sydney Water stormwater infrastructure (Lots 04 and 05) for future acquisition by Sydney Water;
- Construction of public road infrastructure including:
 - Road 01 (primary access road off Willmington Road);
 - Road 02;
 - Road 03;
 - Road 04;
- Construction of Sydney Water stormwater basins (Basins A and B) and associated Sydney Water trunk drainage to the eastern boundary;
- Bulk earthworks including cut and fill, benching, battering and retaining walls to create developable lots;
- Dewatering and decommissioning of the existing on-site dam;
- Tree and vegetation removal and landscaping, including the provision of street trees and footpaths;
- Demolition of existing structures on the Subject Site;
- Provision and augmentation of essential services, and
- Works within and outside the property boundary to construct a new intersection and road connections to Willmington Road.

The EDC for the proposed development is \$32,886,371 (refer to **Appendix B**).

The plan prepared by JN Consulting Engineers illustrating the proposed development is provided at **Appendix A**.

1.4 Objectives of the Development

The overall vision is to develop the Subject Site for agribusiness purposes as envisaged in the Aerotropolis Planning Framework. The key objectives of the proposed development are outlined below:

- **Country:** Start with Country, by prioritising the integration of Traditional Owners and Aboriginal designers/practitioners throughout the process, from planning to design and delivery;
- **Efficiency:** Enable subdivision of the Subject Site with the best possible environmental outcomes to create and facilitate development lots for agribusiness purposes;
- **Employment:** Develop land for its intended future agribusiness purpose, which will provide a significant increase in employment-generating activities within the Aerotropolis; and
- **Sustainability:** Incorporate sustainable practices by implementing green infrastructure and promoting water conservation and waste reduction.

1.5 Related Development

1.5.1 Previous Development Applications at the Subject Site

Two (2) previous Development Applications (DAs) were determined by way of refusal by the Land and Environment Court (LEC) at the Subject Site, namely:

- DA-92/2024 – refused on 22 August 2025. A Concept Development Application under Part 4 Division 4.4 for the development of the site for the purpose of a warehouse or distribution centre within five warehouse buildings, associated road construction, drainage, car parking and landscaping; and
- DA-93/2024 – refused on 25 August 2025. An application for demolition, tree removal, subdivision of the site into five future development lots (including a residual lot to be subdivided for future acquisition by Sydney Water for stormwater infrastructure), associated subdivision works including bulk earthworks, civil works, stormwater drainage and provision of services for future light industrial development.



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Both applications were refused on grounds that centred on Aboriginal cultural heritage. The key reasons for refusal were:

- Insufficient and incomplete information about Aboriginal cultural heritage – only a draft ACHAR and draft Recognise Country Response Template were submitted. The Court found these were insufficient to allow a proper assessment of impacts on the Subject Site's Aboriginal cultural values, including tangible and intangible values, views, songlines and connection to Country;
- Heritage impacts could not be deferred to future stages by conditions of consent – the Court rejected the applicant's proposal to defer the Aboriginal cultural heritage response to future DA stages, applying established principles that insufficient investigation and incomplete consultation must be resolved before consent is granted;
- Integrated development – both DAs required an Aboriginal Heritage Impact Permit (AHIP) under s.90 of the National Parks and Wildlife Act 1974. Heritage NSW had not provided the required concurrence and the applications had been submitted with only draft heritage documents;
- Inconsistency with the Recognise Country Guidelines – the Court found the applications were inconsistent with Guidelines 2.1 (Starting with Country), 2.2 (Cultural Landscape) and 2.3 (Built Form). There was no evidence that the Walk on Country or consultation with Traditional Custodians had influenced the design; and
- Inconsistency with the Western Sydney Aerotropolis Precinct Plan 2024 (Precinct Plan) – controls RC2 and RC4 were not satisfied.

The EIS will demonstrate that all Aboriginal cultural heritage requirements have been thoroughly addressed before lodgement, including a finalised ACHAR, a Connecting with Country Design Report, and evidence that consultation with Traditional Custodians and Local Aboriginal Land Councils (LALCs) has informed the design of the proposed subdivision from the outset.



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170 Willmington Road Luddenham

2. THE SITE

2.1 Site Identification and Characteristics

The Subject Site is identified as 170 Willmington Road, Luddenham, containing the following land holdings:

Table 2: Site Identification		
Address	Legal Description(s)	Land Area (approx.)
170 Willmington Road, Luddenham	Lot 2 DP 827223	12.35ha

Refer to **Figure 2** and **Figure 3** below which provide the location and aerial image of the above land parcel.

The Subject Site has the following key constraints and characteristics:

- The *State Environmental Planning Policy (Precincts—Western Parkland City) 2021* (Western Parkland City SEPP) is the principal environmental planning instrument that applies to the Subject Site;
- The Subject Site is in the Agribusiness precinct and within the First Priority Area of the Western Sydney Aerotropolis Precinct Plan (the Precinct Plan);
- The Subject Site is zoned Agribusiness (AGB) under the Western Parkland City SEPP (refer to **Figure 4** below);
- The Subject Site contains AHIMS registered site 45-5-4783 (a stone artefact) and is partly mapped as being of moderate Aboriginal cultural sensitivity under the Precinct Plan;
- The Subject Site is mapped as bushfire prone land under the *Environmental Planning and Assessment Act 1979* (EP&A Act 1979);
- The Subject Site is within 40m of a watercourse, which triggers a controlled activity approval under Clause 91 of the *Water Management Act 2000*;
- The Subject Site is outside the flood planning area; however, flood advice is required to confirm that the change in landform and hydrology as a result of the proposed earthworks and stormwater infrastructure construction will have no adverse flood impacts;
- The Subject Site is not mapped on the NSW Biodiversity Values Map (refer to **Figure 5** below) however, ecological and arboricultural assessments are still required;
- Proposed Lots 04 and 05 are identified for acquisition by Sydney Water for stormwater infrastructure in the Precinct Plan;
- The Subject Site is within the 3km and 13km Wildlife Buffer Zones and the Obstacle Limitation Surface Area of the Western Sydney International Airport;
- The Subject Site is within the 6km Light Intensity Control Zone of the airport; and
- The land is identified as potentially saline under the Western Sydney Aerotropolis Development Control Plan 2022 (Aerotropolis DCP).



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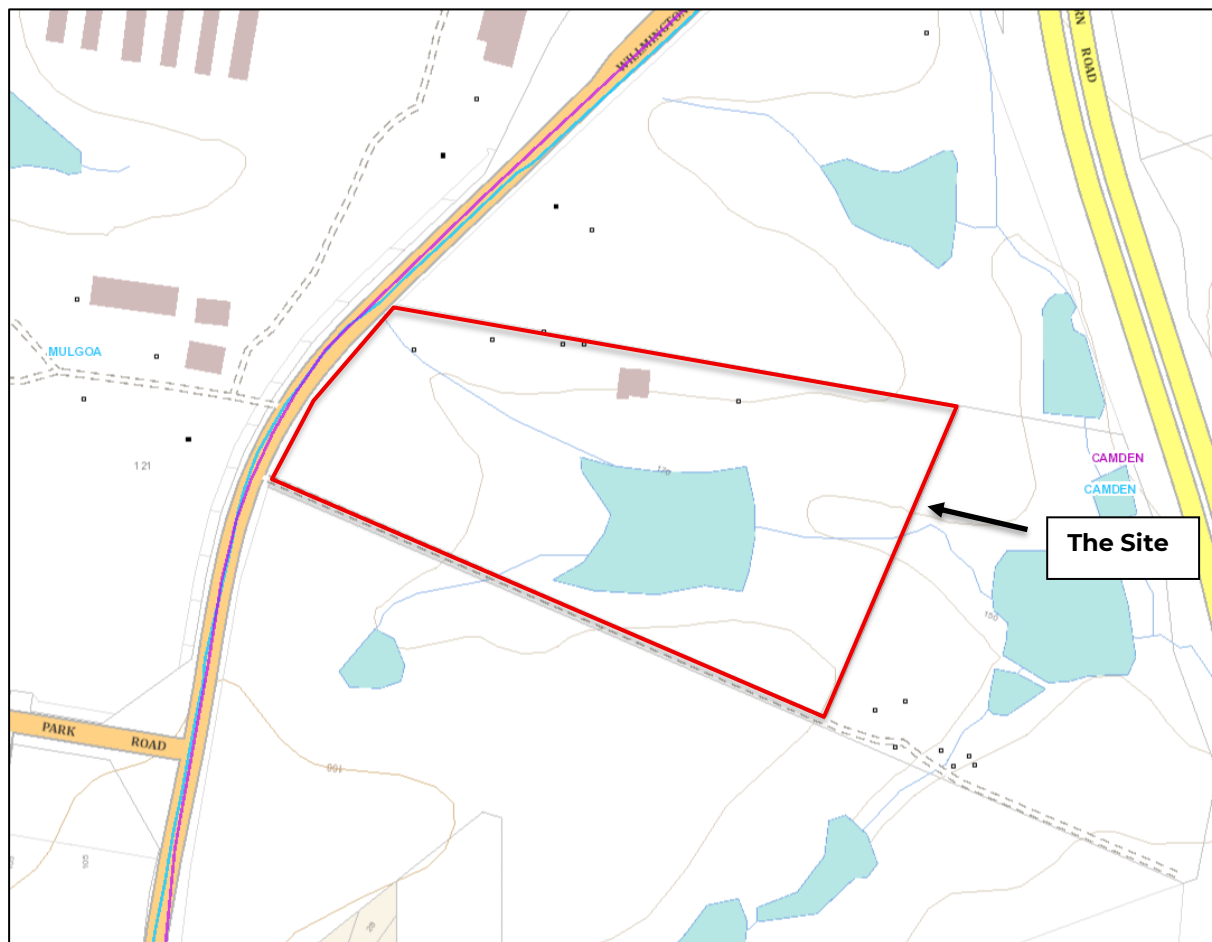


Figure 2: Cadastral Plan

Source: SIX Maps, 2026



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Figure 3. Site Location

Source: Nearmaps/Willowtree Planning, 2026



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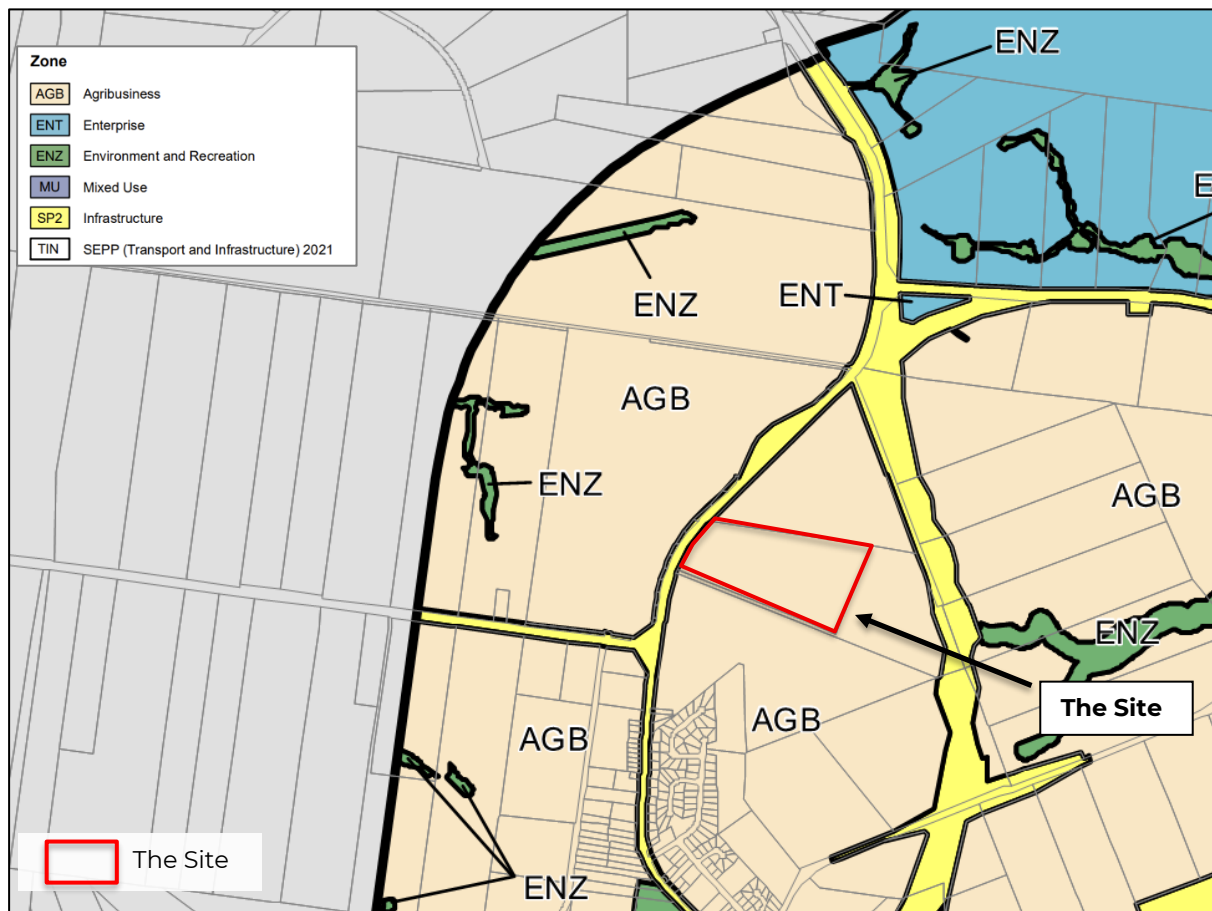


Figure 4. Zoning Map

Source: NSW Legislation, 2026

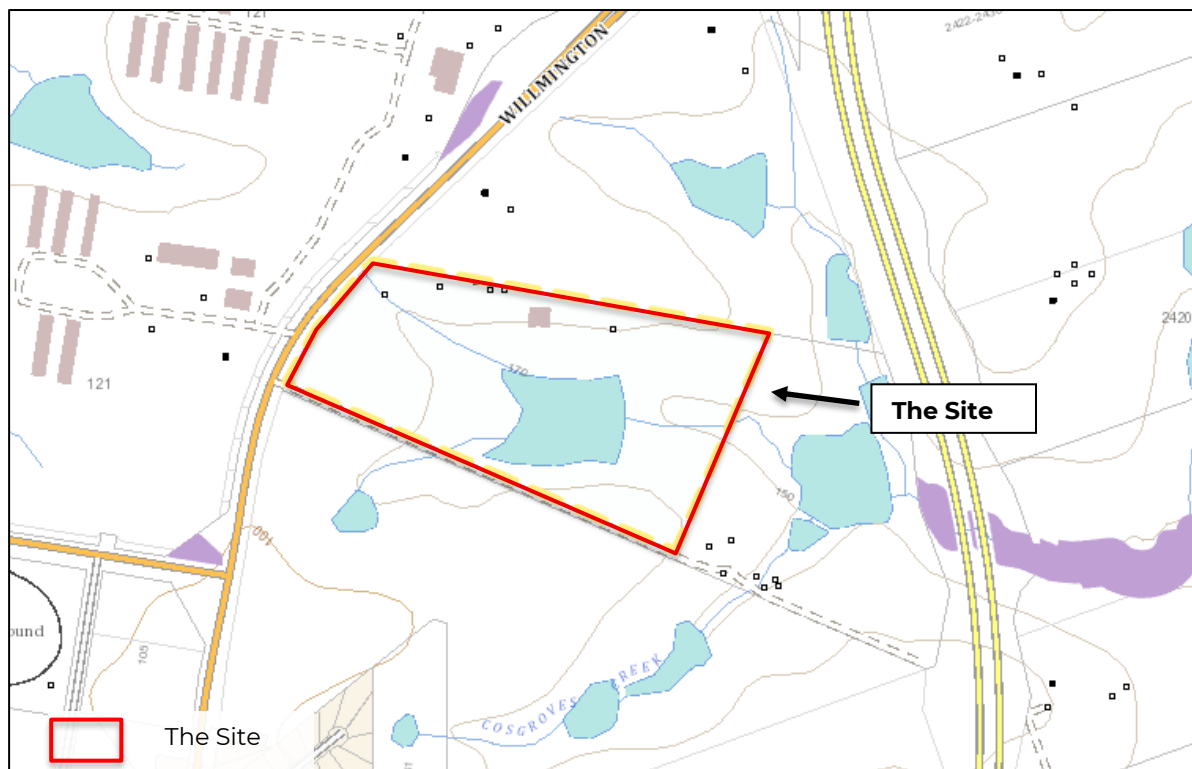


Figure 5. Biodiversity Values Map

Source: NSW Spatial Viewer, 2026

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170 Willmington Road Luddenham

2.2 Existing Surrounding Development

Land surrounding the Subject Site is primarily in rural and agricultural use. Land to the south comprises rural properties used for grazing and horticulture. The Subject Site's northern boundary adjoins rural property. Land to the west comprises a rural property with greenhouses and paddocks.

Luddenham Village is located to the south and is a heritage item of local significance. The Western Sydney International Airport is under construction approximately 1.5km to the southeast. The Bradfield City Centre, the main centre of the Aerotropolis, is located approximately 6km to the southeast.

2.3 Future Development

The Aerotropolis is envisaged as a planned airport city using the new Western Sydney Airport as a catalyst for growth. The Aerotropolis is therefore expected to undergo transition and significant development to support the economic growth of the Western Parkland City over the next decade.

The Precinct Plan identifies the land surrounding the Subject Site as part of the Agribusiness precinct, intended to accommodate agribusiness uses including integrated logistics, air freight, food innovation and value-added food pharmaceuticals. The proposed subdivision is the first step in realising this vision for the Subject Site, creating lots for future development and delivering the road and stormwater infrastructure required to support the broader catchment.

The proposed development is consistent with the Precinct Plan road network and stormwater infrastructure mapping. The concept plan (**Appendix A**) shows road alignments that accord with the precinct plan road corridors, including four (4) proposed roads together with the future road corridors.



3. STRATEGIC CONTEXT

This section of the Scoping Report identifies the key issues that are relevant to the proposal's locational and strategic context and provides a justification for the proposal based on the key strategic themes and directions that are relevant to the proposed development. This section also provides an analysis of alternatives that were considered as part of the scoping process.

3.1 Project Justification

The proposal responds to and is aligned with several key strategic and statutory planning framework documents, including:

- The overall vision for the Aerotropolis articulated in the Western Sydney Aerotropolis Plan 2020 (the Aerotropolis Plan);
- The general and precinct-specific vision and objectives for the Agribusiness precinct under the Precinct Plan;
- The aims of clause 4.1 and land use objectives of the Agribusiness zone under Chapter 4 of the Western Parkland City SEPP; and
- The proposal seeks to enable future employment opportunities to support the growth of the Aerotropolis and attract investment from industries.

3.2 Strategic Planning Policies

A summary of the proposal's consistency with the relevant strategic context, as established by government plans, policies, and guidelines, is set out in the Table below.

Table 3: Consistency with the Relevant Strategic Planning Policies	
Strategic Plans/Policies	Response
NSW Government plans	
Greater Sydney Region Plan, A Metropolis of Three Cities	The Greater Sydney Region Plan (the Region Plan) provides the overarching strategic plan to manage growth and change in Greater Sydney. The Subject Site is located within Western Parkland City under the Region Plan. The vision for Western Parkland City is a polycentric city harnessing the potential of Western Sydney Airport, Aerotropolis, Liverpool, Greater Penrith and Campbelltown-Macarthur. The key directions that are most relevant to the proposed development are considered below: ▪ Infrastructure and Collaboration: The Subject Site has access to existing road infrastructure, being situated in close proximity to Elizabeth Drive and The Northern Road, as well as the M12 Motorway currently under construction. Further, the Subject Site will benefit from the NSW and Federal Governments regarding funding for critical road infrastructure around the Aerotropolis; ▪ Productivity: The economic potential of the Aerotropolis will be supported by the intended future agribusiness operations on the Subject Site. The proposed development seeks to facilitate and unlock



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Table 3: Consistency with the Relevant Strategic Planning Policies

Strategic Plans/Policies	Response
	numerous construction and operational jobs and contribute considerably to the economy; and ▪ Sustainability: Country and the landscape are at the forefront of the design of the proposed subdivision. The objective of this proposal is to adopt a landscaped approach that integrates Connection to Country values.
Western District Plan	The Western District Plan (the District Plan) applies to the Subject Site and provides a range of priorities and actions to support the strategic growth of the District. The proposed development will enable the delivery of agribusiness industries required to support the operations of the Western Sydney Airport. It will support the growth of existing and emerging industries envisaged as part of the future Aerotropolis vision, attracting greater investment to support the Western Parkland City.
Future Transport Strategy 2056	The Future Transport Strategy 2056 sets the strategic directions for transport to achieve world-leading mobility for customers, communities, and businesses and guides land use and transport planning across NSW. The strategy particularly supports the development of the Western Parkland City, the Aerotropolis and surrounding lands. Consistent with the strategy's vision, the Subject Site is in a highly accessible location and is well connected to the Western Sydney Airport, and the wider Western Sydney Region.
Western Sydney Aerotropolis Plan 2020	The Aerotropolis Plan sets the strategic planning framework for the Aerotropolis and emphasises its importance as an employment centre. The Subject Site is located within the Agribusiness Precinct. The proposed subdivision will facilitate realising the Agribusiness precinct vision and deliver critical jobs for the Western Parkland City and the Aerotropolis.
Liverpool Council's plans and strategies	
Liverpool's Local Strategic Planning Statement	The Liverpool Local Strategic Planning Statement (LSPS) sets out the 2040 vision for Liverpool. The Subject Site is located within the Western Sydney Aerotropolis which is a major priority within the LSPS which highlights the importance of maximising the benefits in terms of employment and economic growth as a result of the Western Sydney Airport and minimising any environmental impacts.
Design policies and guidelines	
Government Architect NSW Connecting with Country	The Connecting with Country Framework 2020 acts as a guide for developing connections with Country to inform the planning, design, and delivery of built environment projects in NSW.



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Table 3: Consistency with the Relevant Strategic Planning Policies

Strategic Plans/Policies	Response
	The Connecting with Country Framework will provide key principles and inputs for designing with Country and inform the site layout and accompany the EIS.
Better Placed: An integrated design policy for the built environment of New South Wales	The Better Placed is an integrated design policy that is underpinned by seven (7) objectives for good design and provides guidance on the delivery of architecture, public places, and environments in NSW. The EIS will consider and address the relevant objectives.



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170 Willmington Road, Luddenham

4. PROJECT DESCRIPTION

The key details of the proposed development are outlined in **Table 4** below.

Table 4: Key Development Particulars	
Element	Particular
Site Area	12.35ha
Description of Development	The proposed development will comprise the following: ▪ Staged Torrens title subdivision of the Subject Site into eight (8) lots comprising; ○ Six (6) development lots (Lots 01, 1A, 02, 03, 06 and 07); ○ Two (2) infrastructure lots containing Sydney Water stormwater infrastructure (Lots 04 and 05) for future acquisition by Sydney Water; ▪ Construction of public road infrastructure including: ○ Road 01 (primary access road off Willmington Road); ○ Road 02; ○ Road 03; ○ Road 04; ▪ Construction of Sydney Water stormwater basins (Basins A and B) and associated Sydney Water trunk drainage to the eastern boundary; ▪ Bulk earthworks including cut and fill, benching, battering and retaining walls to create developable lots; ▪ Dewatering and decommissioning of the existing on-site dam; ▪ Tree and vegetation removal and landscaping, including the provision of street trees and footpaths; ▪ Demolition of existing structures on the Subject Site; ▪ Provision and augmentation of essential services, and ▪ Works within and outside the property boundary to construct a new intersection and road connections to Willmington Road.
Staging	The SSDA seeks detailed approval for all development works on the Subject Site; however, the works may be delivered over multiple construction approvals (Construction/Subdivision Works Certificates) with corresponding Subdivision Certificates. The proposed staging of the subdivision is as follows:



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170 Willmington Road, Luddenham

Table 4: Key Development Particulars

Element	Particular
	▪ <u>Stage 1</u>: construction of Sydney Water's regional stormwater infrastructure and enabling works including: ○ Creation of Sydney Water basin lots 04 and 05; ○ Construction of Sydney Water Basins A and B; ○ Trunk drainage interfaces; ○ Earthworks required for basin delivery; ○ Temporary access; ○ Erosion and sediment controls; ○ Land transfer and registration of easements; and ○ Sydney Water basin acquisition and reimbursement process ○ Creation of Lot 1A including: - earthworks to deliver a cleared and flat lot with a hardstand area with parking; - provision of services (sewer and stormwater); ▪ <u>Stage 2</u>: future development-enabling works including: ○ Construction of public roads; ○ Installation of services, final drainage infrastructure and utilities; and ○ Benching to establish development-ready lots 01, 02, 03, 06 and 07 Sydney Water's Section 73 requirements will be undertaken with the staging of the subdivision as follows: ▪ All Stage 1 developer works are to be undertaken in accordance with the requirements of the applicable Sydney Water Section 73 Notice of Requirements (NOR), including compliance with all conditions relevant to the staged delivery of the works. ▪ Completion of the Stage 1 developer works shall include obtaining a Sydney Water Section 73 Certificate (or equivalent Sydney Water confirmation that the requirements of the Section 73 NOR have been satisfactorily fulfilled) prior to finalisation of the applicable subdivision stage. ▪ The completion of Stage 1 shall include satisfaction of the applicable Sydney Water Section 73 Notice of Requirements and the issue of the corresponding Section 73 Certificate, as these activities form an integral part of the developer works and associated project delivery.
Estimated Development Cost	\$32,886,371 exclusive of GST

The proposed concept subdivision plans are included at **Appendix A** and shown in **Figure 6**.



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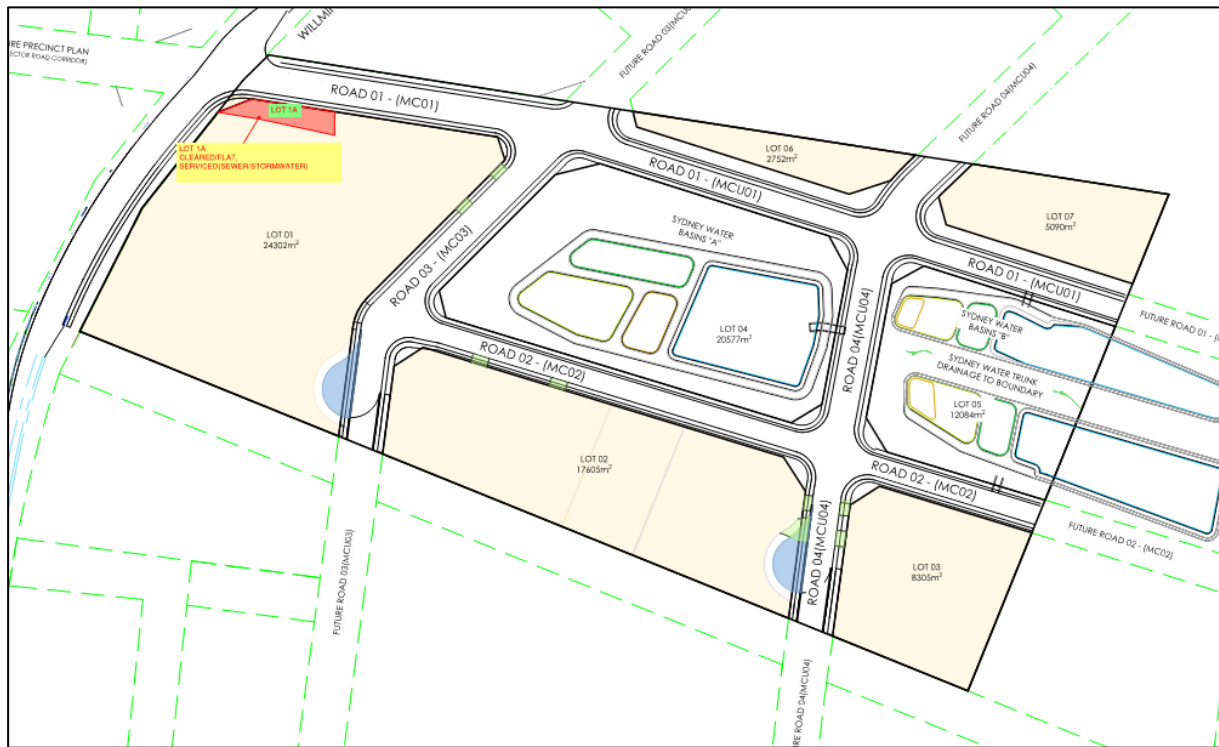


Figure 6: Proposed Subdivision Plan

Source: JN Consulting Engineers 2026



5. STATUTORY CONTEXT

This section of the Scoping Report outlines the key statutory requirements relevant to the Subject Site and the proposal. The following table categorises and summarises the relevant requirements in accordance with the Guidelines.

5.1 Power to Grant Approval

Table 5 categorises and summarises the relevant requirements in accordance with the Guidelines.

Table 5: Power to Grant Consent	
Matter	Consideration
Declaration of SSD	Development consent will be sought under 'Division 4.7 - State Significant Development' of the EP&A Act. Section 4.36(2) of the EP&A Act states that: <i>A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.</i> Schedule 1 of Planning Systems SEPP lists development that is declared SSD. Schedule 1, Section 29, provides the following: 29 Development in the Western Sydney Aerotropolis <i>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—</i> <i>(a) has an estimated development cost of more than \$30 million, and</i> <i>(b) does not involve development—</i> <i>(i) prohibited under the Chapter, or</i> <i>(ii) to which that Policy, section 4.13A applies.</i> The Subject Site is located in the Western Sydney Aerotropolis and the proposed development has an EDC of \$32,886,371 (refer to Appendix B) and is permitted with development consent. Accordingly, the proposed development is SSD.
Consent Authority	Section 4.5 of the EP&A Act and Section 2.7 of the Planning Systems SEPP stipulate that the consent authority is the Minister for Planning (or the Department as their delegate) unless the development triggers the matter set out in Section 2.7(1) in which case the consent authority will be with the Independent Planning Commission. The Proponent has not made a reportable political donation in connection with the development application.

5.2 Permissibility

The permissibility of the proposed development is outlined in the **Table 6** below.



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Table 6: Permissibility

Matter	Consideration
Land Zoning	The Subject Site is zoned Agribusiness pursuant to the Western Parkland City SEPP.
Permissibility	In accordance with Clause 4.14 of the Western Parkland City SEPP, the proposed subdivision of land and associated works are permissible with development consent. The land use and associated built form works on each lot will be the subject of separate development applications.

5.3 Other Approvals

Table 7 below outlines the legislative approvals required for the proposed development in addition to a development consent under Division 4.7 of the EP&A Act.

Table 7: Other Approvals

Matter	Consideration																		
Approvals not required for SSD	Section 4.41 of the EP&A Act stipulates that certain authorisations are not required for SSD. The following legislative approvals would otherwise be required if the proposal was not SSD.																		
	<table><tr><th>Act</th><th>Approval Required</th><th>Otherwise</th></tr><tr><td>A permit under section 201, 205 or 219 of the <i>Fisheries Management Act 1994</i></td><td>No</td><td></td></tr><tr><td>An approval under Part 4, or an excavation permit under section 139, of the <i>Heritage Act 1977</i></td><td>No</td><td></td></tr><tr><td>An Aboriginal heritage impact permit under section 90 of the <i>National Parks and Wildlife Act 1974</i></td><td>Yes</td><td></td></tr><tr><td>A bush fire safety authority under section 100B of the <i>Rural Fires Act 1997</i></td><td>No</td><td></td></tr><tr><td>A water use approval under section 89, a water management work approval under section 90 or an activity approval (other than an aquifer interference approval) under section 91 of the <i>Water Management Act 2000</i>.</td><td>Yes</td><td></td></tr></table>	Act	Approval Required	Otherwise	A permit under section 201, 205 or 219 of the <i>Fisheries Management Act 1994</i>	No		An approval under Part 4, or an excavation permit under section 139, of the <i>Heritage Act 1977</i>	No		An Aboriginal heritage impact permit under section 90 of the <i>National Parks and Wildlife Act 1974</i>	Yes		A bush fire safety authority under section 100B of the <i>Rural Fires Act 1997</i>	No		A water use approval under section 89, a water management work approval under section 90 or an activity approval (other than an aquifer interference approval) under section 91 of the <i>Water Management Act 2000</i> .	Yes	
	Act	Approval Required	Otherwise																
	A permit under section 201, 205 or 219 of the <i>Fisheries Management Act 1994</i>	No																	
	An approval under Part 4, or an excavation permit under section 139, of the <i>Heritage Act 1977</i>	No																	
	An Aboriginal heritage impact permit under section 90 of the <i>National Parks and Wildlife Act 1974</i>	Yes																	
	A bush fire safety authority under section 100B of the <i>Rural Fires Act 1997</i>	No																	
A water use approval under section 89, a water management work approval under section 90 or an activity approval (other than an aquifer interference approval) under section 91 of the <i>Water Management Act 2000</i> .	Yes																		
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 and must be substantially consistent with the consent.																		
	<table><tr><th>Legislation</th><th>Approval Required</th></tr><tr><td>An aquaculture permit under section 144 of the <i>Fisheries Management Act 1994</i></td><td>No</td></tr><tr><td>An approval under section 22 of the <i>Coal Mine Subsidence Compensation Act 2017</i></td><td>No</td></tr><tr><td>A mining lease under the <i>Mining Act 1992</i></td><td>No</td></tr></table>	Legislation	Approval Required	An aquaculture permit under section 144 of the <i>Fisheries Management Act 1994</i>	No	An approval under section 22 of the <i>Coal Mine Subsidence Compensation Act 2017</i>	No	A mining lease under the <i>Mining Act 1992</i>	No										
	Legislation	Approval Required																	
	An aquaculture permit under section 144 of the <i>Fisheries Management Act 1994</i>	No																	
An approval under section 22 of the <i>Coal Mine Subsidence Compensation Act 2017</i>	No																		
A mining lease under the <i>Mining Act 1992</i>	No																		



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Table 7: Other Approvals

Matter	Consideration								
	<table> <tr> <td>A production lease under the <i>Petroleum (Onshore) Act 1991</i></td><td>No</td></tr> <tr> <td>An environment protection licence under Chapter 3 of the <i>Protection of the Environment Operations Act 1997</i> (for any of the purposes referred to in section 43 of that Act)</td><td>No</td></tr> <tr> <td>A consent under section 138 of the <i>Roads Act 1993</i></td><td>Yes Such approval will be obtained after consent is issued.</td></tr> <tr> <td>A licence under the <i>Pipelines Act 1967</i></td><td>No</td></tr> </table>	A production lease under the <i>Petroleum (Onshore) Act 1991</i>	No	An environment protection licence under Chapter 3 of the <i>Protection of the Environment Operations Act 1997</i> (for any of the purposes referred to in section 43 of that Act)	No	A consent under section 138 of the <i>Roads Act 1993</i>	Yes Such approval will be obtained after consent is issued.	A licence under the <i>Pipelines Act 1967</i>	No
A production lease under the <i>Petroleum (Onshore) Act 1991</i>	No								
An environment protection licence under Chapter 3 of the <i>Protection of the Environment Operations Act 1997</i> (for any of the purposes referred to in section 43 of that Act)	No								
A consent under section 138 of the <i>Roads Act 1993</i>	Yes Such approval will be obtained after consent is issued.								
A licence under the <i>Pipelines Act 1967</i>	No								

5.4 Pre-Conditions

The pre-conditions to exercising the power to grant consent that are relevant to the proposal are outlined in **Table 8**. These matters will be addressed in detail within the EIS.

Table 8: Pre-Conditions

Statutory Reference	Pre-Condition
EP&A Regulation	- Section 35 - Additional requirements for development applications in certain areas of Sydney: The EIS must be accompanied by an assessment of the consistency of the proposed development with Western Sydney Aerotropolis Plan and the Precinct Plan. - Section 66 - Contributions plans for certain areas in Sydney: A development must not be determined by the consent authority unless a contributions plan has been approved for the land. A contribution is not required if the applicant has entered into a planning agreement with a planning authority under Part 7 of the Act for the matters that may be the subject of a contributions plan.
State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP)	Chapter 4 Remediation of land Clause 4.6 - Contamination and remediation to be considered in determining development application
State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Western Parkland City SEPP)	The following pre-conditions clauses in the Western Parkland City SEPP are relevant to the Subject Site and the proposed development - Part 4.3 Airport safeguarding - Clause 4.19 - Wildlife hazards



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Table 8: Pre-Conditions	
Statutory Reference	Pre-Condition
	○ Clause 4.21 - Lighting ▪ Part 4.4 General development controls ○ Clause 4.24 - Flood planning ○ Clause 4.26 - Heritage conservation ○ Clause 4.28B - Aboriginal cultural guidelines ▪ Part 4.5 Design excellence ○ Clause 4.31 - Design review panel ▪ Part 4.7 Precinct plans and master plans ○ Clause 4.39 - Development must be consistent with precinct plan ○ Clause 4.50 - Relevant acquisition authority

5.5 Mandatory Consideration

Table 9 provides a summary of the matters that the consent authority must consider in deciding to grant consent to the proposed development. These matters will be addressed in the EIS.

Table 9: Matters For Mandatory Consideration		
Legislation/Statutory Reference	Matters for Consideration	
Consideration under the EP&A Act and EP&A Regulation		
Section 1.3	Relevant objects of the EP&A Act	
Section 4.15	Relevant environmental planning instruments:	
	▪ Chapter 2 and 6 of <i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i> (Biodiversity and Conservation SEPP) ▪ Resilience and Hazards SEPP ▪ <i>State Environmental Planning Policy (Sustainable Buildings) 2022</i> (Sustainable Buildings SEPP) ▪ <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (Transport and Infrastructure SEPP) ▪ Chapter 4 of the Western Parkland City SEPP ▪ Precinct Plan	
	Relevant development control plan	Consistency with the Aerotropolis DCP will be addressed in the EIS.
	Relevant draft environmental planning instruments	The draft Climate Change and Natural Hazards SEPP applies to the Subject Site and will be addressed in the EIS.
	Relevant planning agreements or draft planning agreements	The Subject Site is not subject to any planning agreements. The Subject Site is located within the first priority area of the Precinct Plan. To ensure the Subject Site is adequately serviced, the Proponent will identify if agreements with



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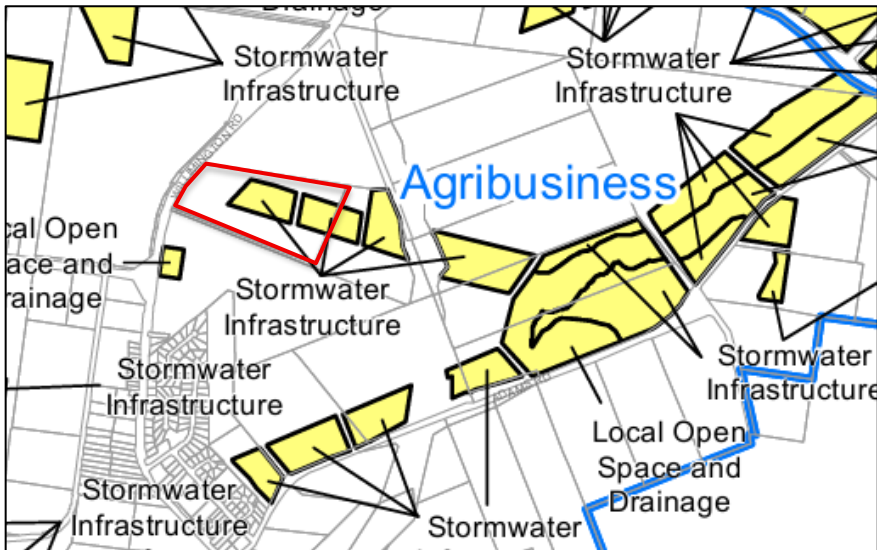
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Table 9: Matters For Mandatory Consideration		
Legislation/Statutory Reference	Matters for Consideration	
		agencies such Transport for NSW (TfNSW), Sydney Water and Council are required. These matters will be addressed in detail in the EIS. Section 66 of the EP&A Regulation applies to the Subject Site and will be addressed in the EIS.
	The Regulations	Sections 35, 66 and 192 of the EP&A Regulation.
	The likely impacts of that development	The likely impacts of the proposed development have been identified in Section 7 of this Scoping Report including those matters requiring further assessment in the EIS.
	Suitability of the proposed development Public interest	These matters will be fully detailed and addressed within the EIS. Given the proposal aligns with the Federal, State and local strategic policy, it is considered that the proposed development is suitable for the Subject Site and is in the public interest.
	Submissions made in accordance with this Act or the regulation	Early engagement will be undertaken with the community and agencies to ensure that the views are appropriately considered and detailed in the EIS. A detailed response to any submissions will be provided following lodgement and public exhibition of the EIS.
Section 4.24	The proposed development is not a concept proposal.	
Consideration under EPIs		
Chapter 4 of the Western Parkland City SEPP	The Western Parkland City SEPP includes the following relevant considerations that will be fully addressed in the EIS. ▪ Part 4.2 Permitted or prohibited development; ▪ Part 4.3 Development controls—Airport safeguards; ▪ Part 4.4 Development controls—general; ▪ Part 4.5 Design excellence; ▪ Part 4.7 Precinct plans and master plans; and ▪ Part 4.8 Miscellaneous. The proposed development is generally consistent with the provisions of the Western Parkland City SEPP.	
Resilience and Hazards SEPP	Chapter 4, Section 4.6 – Matters relating to contamination.	
Transport and Infrastructure SEPP	Chapter 2, Section 2.122 – Traffic generating development	
Biodiversity and Conservation SEPP	The following chapters apply to the Subject Site and the proposed development:	



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Table 9: Matters For Mandatory Consideration		
Legislation/Statutory Reference	Matters for Consideration	
	▪ Chapter 2 Vegetation in non-rural areas ▪ Chapter 13 Strategic conservation planning	
Western Sydney Aerotropolis Precinct Plan	The Precinct Plan has statutory weight under Chapter 4 of the Western Parkland City SEPP. Under the Western Parkland City SEPP, development must be consistent with a Precinct Plan however there is flexibility to consider variations where the inconsistency is minor, consistency would be unreasonable and unnecessary, and there are sufficient environmental planning grounds to justify the inconsistency. The proposed development is consistent with the Precinct Plan, particularly in relation to the proposed road network and the location of the proposed stormwater basins for future acquisition by Sydney Water (refer to Figure 7). The Proponent has commenced discussions with Sydney Water to rationalise the shape and design of this infrastructure. The concept subdivision plan at Appendix A indicates that an area of 3.2661ha is allocated for stormwater infrastructure and is incorporated into Lots 04 and 05.  Figure 7. Land Acquisition Map <i>Source: NSW Legislation, 2026</i> The Precinct Plan will be addressed in detail with the EIS and any inconsistencies will be justified and supported by a written request.	
Western Sydney Aerotropolis Development Control Plan 2022	The Aerotropolis DCP provides the planning, design and environmental objectives and controls which will inform the preparation and assessment of DAs. These objectives and controls supplement those in the Precinct Plan and will be addressed in detail within the EIS.	
Consideration under other legislation		



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Table 9: Matters For Mandatory Consideration

Legislation/Statutory Reference	Matters for Consideration
<i>Commonwealth Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act)	If the proposed development will or is likely to impact a matter of national environmental significance ('MNES'), then referral to the federal Department of the Environment is required. This process is necessary to determine whether a proposed activity is a 'controlled action' that requires approval under the EPBC Act. Currently, bilateral agreements allow the Commonwealth Minister for the Environment to rely on the NSW environmental assessment process when accessing a controlled action under the EPBC Act. Ecological and arboricultural assessments that will include an assessment against the requirements of the EPBC Act will be submitted as part of the EIS.
<i>Biodiversity Conservation Act 2016</i> Part 7 and Part 8 (2) (BC Act)	Section 7.9 of the BC Act requires an SSD be accompanied by a Biodiversity Development Assessment Report (BDAR) unless it is determined that the proposed development is not likely to have any significant impact on biodiversity values or if the site has already part of biodiversity certification. The entire Subject Site is bio-certified 'urban capable' under the Cumberland Plain Conservation Plan. A BDAR Waiver will be sought for the Subject Site.



6. ENGAGEMENT

This section of the Scoping Report identifies the relevant stakeholders, provides an overview of the consultation activities with the government agencies carried out to date, and sets out the consultation and engagement that will be carried out prior to the lodgement of the EIS.

6.1 Relevant Stakeholders

The following stakeholders are identified, having regard to the nature of the proposal and its impact and/or interest:

- The Department;
- Liverpool City Council;
- Relevant agencies;
 - Transport for NSW;
 - NSW Rural Fire Service;
 - Government Architect NSW/ State Design Review Panel;
 - Service providers: Sydney Water, Endeavour Energy, NBN;
 - Sydney Water as the Regional Stormwater Authority;
- Western Sydney Airport Corporation/Civil Aviation Safety Authority
- Aboriginal Stakeholders; and
- Community.

It is noted that the proposal does not seek consent for the use of the land, nor does it involve construction of buildings. On this basis, consultation with the following stakeholders is not required:

- Commonwealth Department of Infrastructure, Transport, Regional Development and Communications.

6.2 Engagement Carried Out

Sydney Water

The Proponent and JN Consulting Engineers have engaged with Sydney Water since April 2023 regarding the stormwater infrastructure design, the acquisition of Lot 04 and 05 for stormwater purposes, and Sydney Water's requirements for Basins A and B and the trunk drainage to boundary. Engagement is ongoing.

Aboriginal Stakeholders and Traditional Custodians

Given the LEC refusal history, engagement with Aboriginal stakeholders is the paramount pre-lodgement priority. The Subject Site contains AHIMS site 45-5-4783 and is partly mapped as being of moderate Aboriginal cultural sensitivity. A Walk on Country was undertaken on 19 September 2025 and engagement with all the stakeholders that were in attendance will continue throughout the design process to ensure the proposed design is informed by the outcomes of the consultation process, including the Connecting With Country and Recognise Country reports. This is essential to ensure compliance with the Recognise Country Guidelines and Precinct Plan controls RC2 and RC4.

The consultation process, feedback, and project response from the Aboriginal community will be summarised in the respective reports.



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6.3 Engagement to be Carried Out

Department of Planning, Housing and Infrastructure

A pre-scoping meeting is sought with the Department to discuss the proposed development, including the SSD trigger, the nature of the subdivision and infrastructure works, and the relevant planning and heritage requirements. The key areas of discussion will include the following:

- Details and scope of the proposed development;
- Confirmation of the SSD pathway and applicable threshold;
- Key environmental issues and studies required for the EIS; and
- Aboriginal cultural heritage requirements, having regard to the LEC refusal history.

Liverpool City Council

The Proponent is aware of the two previous DA refusals at the Subject Site (DA-92/2024 and DA-93/2024) determined by the Land and Environment Court. Engagement with Liverpool City Council will be undertaken during the preparation of the EIS.

Summary

The proposed development seeks to realise the vision of the Western Parkland City SEPP in preparing the Subject Site for agribusiness purposes. It is recognised that effective engagement with stakeholders and the community will be crucial to raising awareness of the Subject Site's importance to the delivery of employment land uses within the Aerotropolis and improving project outcomes.

The Proponent is committed to ensuring the local community and the surrounding landowners are aware of and can comment on the proposal. A detailed consultation and engagement strategy will be implemented during the preparation of the EIS for the proposal.

A Community and Stakeholder Engagement Outcomes Report will be prepared in accordance with the *Undertaking Engagement Guidelines for State Significant Projects*, March 2024 and accompany the EIS.

Further, the proposed development will be subjected to the statutory public exhibition process, which will provide further opportunity for agencies and members of the public to provide comments.



7. PROPOSED ASSESSMENT OF IMPACTS

Having regard to the site specific constraints and sensitivities, a preliminary due diligence has been undertaken to identify the relevant environmental issues. This section identifies the key impacts which will be further investigated and assessed within the Environmental Impact Statement (EIS), including the proposed approach to assessing each of these matters. It also identifies the matters addressed in the scoping phase that are unlikely to result in significant impacts and do not warrant further consideration in the EIS.

7.1 Matters Requiring Further Assessment

The following sections outline the relevant matters and issues which will be addressed in detail within the EIS:

7.1.1 Subdivision and Civil Design

The EIS will address the following matters:

- Proposed subdivision pattern and consider how the development lots can accommodate future built form to meet the appropriate requirements while addressing site context;
- Integration of key pedestrian and cycle links within the Subject Site and between the Subject Site and the surrounding street network;
- Publicly accessible areas and how the interface between private/public spaces will be managed; and
- Impacts and suitability of site preparation works, including the proposed earthworks and tree removal to accommodate the new subdivision layout.

The assessment in the EIS will be informed by the following documents:

- Detailed subdivision plans, which will include:
 - Detailed subdivision layout, including lot sizes and dimensions;
 - An integrated transport plan identifying footpath and cycle path locations, detailing how it integrates with the broader context, and
 - The road network, with road reserve and carriageway widths.
- Civil design plans including:
 - Detailed bulk earthworks plan across the Subject Site identifying proposed finished levels and an overall cut/fill analysis;
 - Long sections of the proposed roads;
 - Cross sections of road reserves, and
 - Location, size, and type of any retaining walls, if proposed.

7.1.2 Connecting with Country

Aboriginal cultural heritage is the paramount issue for the proposed development, having regard to the LEC refusal history at the Subject Site. The Subject Site contains AHIMS site 45-5-4783 and is partly mapped as being of moderate Aboriginal cultural sensitivity under the Precinct Plan.

The EIS will include an Aboriginal Cultural Heritage Assessment Report (ACHAR), prepared in accordance with:

- The Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW;
- The Aboriginal Cultural Heritage Assessment Report Guidelines (OEH, 2011);
- Precinct Plan controls RC2 (Heritage Impact Assessment) and RC4 (Consultation with Traditional Custodians);



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- The Recognise Country Guidelines (November 2022) under s.4.28B of the SEPP (Precincts – Western Parkland City) 2021; and
- Heritage NSW requirements for the AHIP process.

The ACHAR must establish the full significance of the cultural heritage on the Subject Site, including both tangible and intangible values (views, songlines, connection to Country) before the impacts of the proposed subdivision can be evaluated. Engagement with Traditional Custodians and LALCs including a Walk on Country must inform the design before it is finalised.

A Connecting with Country Design Report will demonstrate how the Recognise Country Guidelines have been embedded in the design of the proposed subdivision, including lot layout, road alignments and public domain treatments.

7.1.3 Design Excellence

Clause 4.33 of the Western Parkland City SEPP requires that the development exhibit design excellence. The proposed development must also be reviewed by the State Design Review Panel (SDRP) pursuant to Clause 4.31. The EIS will address design excellence and the outcomes of SDRP review.

7.1.4 Landscape Design

The Landscape Design Strategy will:

- Identify trees to be removed and provide justification for their removal, which will be informed by an Arboricultural Impact Assessment; and
- Detail how the proposed landscape design incorporates/responds to the recommendations of the Aboriginal Design Framework, the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage.

The assessment in the EIS will be informed by the following documents:

- Landscape Master Plan, which will include:
 - Street Tree Plan with species and tree details; and
 - Landscape treatment for the future Sydney Water basins

7.1.5 Environmental Amenity

Construction Noise and Vibration

A standard Construction Noise and Vibration Assessment will be undertaken to assess the noise and vibration generating sources during construction. It will outline measures to minimise and mitigate the potential noise impacts on surrounding sensitive receivers. Specifically, the assessment will consider:

- Compliance with the EPA's Noise Policy for Industry, the Interim Construction Noise Guidelines and Road Noise Policy;
- The impact of heavy construction vehicles utilising Willmington Road; and
- The likely noise emission from the construction site to Luddenham Village and the residential areas beyond.



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Lighting Impacts

The EIS will detail any external street lighting or illumination and consider the impacts of this lighting/illumination on the Subject Site, surrounding properties, and the public domain.

7.1.6 Biodiversity

The Subject Site is entirely bio-certified 'urban capable' under the *Biodiversity Conservation Act 2016*, as part of the Cumberland Plain Conservation Plan (CPCP). The preparation of a Biodiversity Development Assessment Report (BDAR) is not required. A BDAR Waiver will be sought accordingly. An Ecological Impact Assessment will accompany the EIS to address tree removal and dam dewatering and provide evidence of biodiversity certification and consistency with the CPCP.

7.1.7 Wildlife Hazard Assessment

The provision of stormwater infrastructure on the Subject Site may attract birds and other wildlife. A Wildlife Hazard Assessment Report will be prepared to include an assessment of the wildlife attraction and management measures to address any impacts/hazards for aviation operations at future airport development, especially in relation to bird strikes during the take-off and landing phases of flight.

7.1.8 Traffic, Transport and Accessibility

A detailed Traffic and Parking Impact Assessment will accompany the EIS and address the following key matters:

- An analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure;
- Details of the proposed subdivision, including pedestrian and vehicular access arrangements;
- Details of the access routes to the Subject Site for heavy vehicles during construction;
- Consideration of the traffic impacts on existing and proposed road network;
- Measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure required to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery;
- Details of travel demand management measures to minimise the impact of the development on general traffic; and
- Any other requirement identified by the SEARs.

For clarity, it is noted that the proposal does not seek approval for any use and does not involve the construction of buildings. As such, matters relating to parking associated with any future uses as well as measures to promote sustainable travel choices for employees will be assessed in subsequent development applications.

7.1.9 Infrastructure Delivery, Management and Staging Plan

The EIS will assess in detail the impact the proposed subdivision will have on existing utility services and assets within and surrounding the Subject Site. An Infrastructure Servicing Report will accompany the EIS. The infrastructure requirements and augmentation needed (on and off site) to support the development will also be outlined and assessed in detail. This includes infrastructure and services such as water, sewage, electricity, and telecommunications infrastructure.

The Infrastructure and Servicing Report will detail the following matters:

- Proposed interim and ultimate wastewater strategy;
- Proposed potable water strategy;



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- Proposed electrical supply strategy, and
- Any required road upgrades.

7.1.10 Integrated Water Cycle Management and Flooding

An Integrated Water Cycle Management Plan will be prepared to accompany the EIS and address the following:

- Water-related servicing infrastructure required to service the development lots;
- Details of the proposed drainage design for the Subject Site including any on-site treatment, reuse and detention facilities, water quality management measures, and nominated discharge points;
- Erosion and sediment control measures;
- Sustainability initiatives that will minimise/reduce the demand for drinking water, including any alternative water supply and end uses of drinking and non-drinking water that may be proposed, and demonstrate water sensitive urban design and any water conservation measures that are likely to be proposed;
- Compliance with the Sydney Water requirements and the Aerotropolis Planning Framework; and
- Flooding impacts associated with the proposed works at the Subject Site.

The central and eastern portions of the Subject Site are reserved for acquisition by Sydney Water for the provision of stormwater infrastructure. The documentation would include hydraulic details and detailed plans and specifications for this infrastructure.

Flood advice will also be provided from a suitably qualified flooding consultant to determine if there will be any flood impacts as a result of changing the landform to construct the stormwater infrastructure.

7.1.11 Bushfire

The Subject Site is identified as bushfire prone land. The EIS will carry out the appropriate bushfire risk assessment which will be informed by a Bushfire Protection Assessment report to identify appropriate bushfire risks and protection.

7.1.12 Contamination

A Preliminary Site Investigation (PSI) will form part of the forthcoming EIS. It is noted that the site assessment will be thoroughly reviewed, and a Detailed Site Investigation (DSI) and Remedial Action Plan (RAP) may be required depending on the outcomes of the site assessment.

7.1.13 Geotechnical Investigation and Dam Dewatering Plan

A geotechnical investigation and dam dewatering plan are required to support the proposed development. The Subject Site contains an existing man-made dam located in the eastern portion of the site, and notably, the location of this existing dam is partly within the footprint of the proposed stormwater basins. This overlap necessitates geotechnical assessment to characterise the subsoil and groundwater conditions, identify any risks associated with the dewatering and permanent decommissioning of the dam, and provide design parameters for the construction of the new basin structures. The dam dewatering plan will address fauna rescue, weed and pest management, erosion and sediment control during dam drawdown, and the management of any potentially contaminated sediments accumulated within the dam.



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7.1.14 Construction Waste Management

The proposed development is likely to generate waste during construction. A Construction Waste Management Plan will be prepared to address the following matters:

- Identify, quantify and classify the likely waste streams to be generated during construction;
- Provide the measures to be implemented to manage, reuse, recycle and safely dispose of this waste, and
- Identify appropriate servicing arrangements for the Subject Site.

7.1.15 Social Impact

The EIS will include a detailed assessment of the potential social impacts of the proposed development, including increased future local employment generation associated with the construction phases.

7.1.16 Protection of Airspace

Development on the Subject Site is subject to the following airport safeguard controls set out in Chapter 4, Part 4.3 of the Western Parkland City SEPP to ensure there are no adverse impacts to the operation of the future airport:

- Wildlife hazards; and
- Lighting.

The EIS will outline how these airport safeguard controls are addressed.

7.1.17 Air Quality and Odour Assessment

The proposal seeks consent for Torrens title subdivision of the Subject Site and associated works. Strategies to manage likely impacts such as dust emissions and suppression during construction, will be further explored in the EIS.

7.1.18 Stakeholder and Community Engagement

A Community and Engagement Outcomes Report will accompany the EIS and outline the engagement carried out until the lodgement of EIS, the outcomes of that engagement and how it informed the proposal. The report will provide evidence of a meaningful and collaborative engagement process and outline the following:

- Issues raised by surrounding landowners and stakeholders;
- Response to these issues; and
- Proposed future community and stakeholder engagement based on the results of consultation.

7.2 Matters Requiring No Further Consideration

Having regard to the proposal, the relevant matters that require no further assessment in the EIS, including the corresponding justification are summarised below.

7.2.1 Obstacle Limitation Surface

Clause 4.22 of the Western Parkland City SEPP deals with Obstacle Limitation Surface that sets the building height for the protection of airspace. The proposed development does not seek consent for land use or built form, and as such, no further consideration is required.



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7.2.2 Visual Impact Assessment

Given that the proposal involves subdivision works and does not involve the construction of buildings, it is unlikely to have an adverse visual impact on sensitive receivers, noting that the nearest residential dwellings are located approximately 300m away, to the south of the Subject Site.

On this basis, the need for a Visual Impact Assessment is not required to be undertaken for the proposed development.

7.2.3 Non-Aboriginal Heritage

The Subject Site does not comprise, nor is it in proximity to, any heritage item or located within a heritage conservation area. Luddenham Showground is located approximately 350m to the southwest of the Subject Site and is identified as a heritage item of local significance under Schedule 2 of the Western Parkland City SEPP.

A Statement of Heritage Impact is not required for the proposed development due to the lack of non-Aboriginal heritage values embodied by the existing buildings within the study area.

7.3 Anticipated Deliverables

To assist in informing the SEARs, the following are the expected deliverables (reports & documentation) to support the EIS:

1. Site Survey
2. Connecting with Country Framework
3. Subdivision Plans
4. Landscape Plans and Design Report
5. Arboricultural Impact Assessment and Tree Removal Plan
6. Civil Engineering Plan (roads, earthworks, retaining walls, cut and fill plan)
7. Integrated Water Management Plan (erosion and sediment, stormwater, wastewater)
8. Aboriginal Cultural Heritage Assessment Report
9. Ecological Impact Assessment
10. Aviation Report
11. Wildlife Hazard Assessment Report
12. Wildlife Management Plan
13. Aerotropolis DCP Compliance Assessment
14. Community and Engagement Outcomes Report
15. Construction Noise and Vibration Impact Assessment
16. Construction Environmental Management Plan (CEMP)
17. Preliminary Site Investigation
18. Estimated Development Cost Report
19. Flood Advice
20. Infrastructure Delivery, Management and Staging Plan
21. Lighting Assessment
22. Bushfire Protection Assessment
23. Traffic, Transport and Accessibility Assessment
24. Construction Waste Management Plan
25. Geotechnical Report and Dam Dewatering Plan
26. Acid Sulfate Soils Assessment
27. Social Impact Assessment
28. Owners consent



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8. CONCLUSION

This Scoping Report has been prepared to request Project-Specific SEARs for the proposed subdivision of 170 Willmington Road, Luddenham. The proposal is declared SSD under Schedule 1, Section 29 of the Planning Systems SEPP. The report has outlined preliminary information regarding the Subject Site and proposal, identified the relevant strategic and statutory context, summarised the approach to engagement with stakeholders and identified the scale and nature of the impacts of the project.

We trust that the information detailed in this report is sufficient to enable the Secretary to issue Project-Specific SEARs for the preparation of an EIS.

