

Scoping Report

1-51 Aldington Road Industrial Estate

1-23 & 25-51 Aldington Road, Kemps Creek

Submitted to the Department of Planning, Housing and Infrastructure
on behalf of 1-51 Aldington NSW Pty Ltd ATF Aldington Logistics Property
Trust



'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.

Ethos Urban 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, present and emerging.

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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A. Preliminary Concept Master Plan	Concept Y
B. LOG North Roadworks and Access Plan	ISPT
C. Quantity Surveyor Letter	RLB
D. Scoping Summary Table	Ethos Urban

1.0 Introduction

This Scoping Report has been prepared by Ethos Urban on behalf of 1-51 Aldington NSW Pty Ltd ATF Aldington Logistics Property Trust (the Applicant) in support of the proposed development of a warehouse and distribution centre located on land at 1-23 & 25-51 Aldington Road, Kemps Creek. It seeks to inform the Department of Planning, Housing and Infrastructure (DPHI) to enable the preparation of project-specific Secretary's Environmental Assessment Requirements (SEARs) to enable the preparation of an Environmental Impact Statement (EIS) that will accompany a State Significant Development Application (SSDA).

Development for the purposes of a warehouse or distribution centre with an estimated development cost of more than \$50 million is identified in Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) and is therefore declared to be State Significant Development (SSD) for the purposes of the *Environmental Planning & Assessment Act 1979* (EP&A Act).

This Scoping Report has been prepared in accordance with the DPHI's *State Significant Development Guidelines* (2022). It supported by a Scoping Summary Table (**Appendix D**) and preliminary supporting information (see **Appendices**).

1.1 Applicant Details

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

Table 1 Applicant Details

Applicant:	1-51 Aldington NSW Pty Ltd ATF Aldington Logistics Property Trust
Address:	1 O'Connell Street, SYDNEY NSW 2000
ABN:	49 272 933 584

1.2 Project Description

1.2.1 Objectives

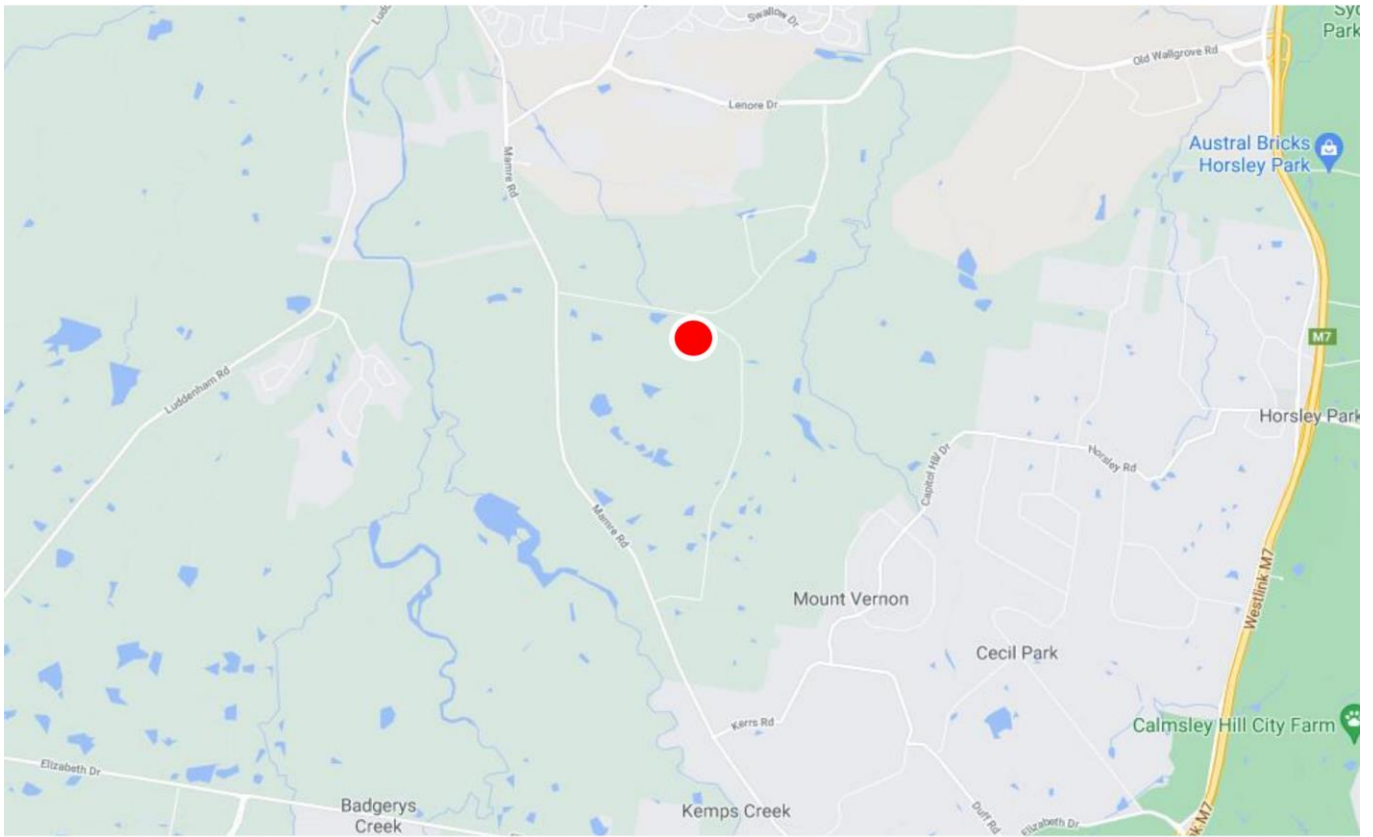
The primary objective of the proposal is to facilitate the development of a new industrial logistics and distribution warehouse estate on the site. This will support the need for additional industrial floorspace within the Western Sydney Employment Area (WSEA), help realise the recently established vision for the Mamre Road Precinct and contribute towards much-needed industrial land supply in Western Sydney. Accordingly, key objectives of the development include:

- Establish the Mamre Road Precinct within Western Sydney as the foremost area for high-quality industrial developments and industrial employment, delivering on the vision for the Precinct;
- Increase the variety and availability of industrial floorspace and facilities in the WSEA to respond to the well-publicised shortfall in industrial land in Western Sydney;
- Deliver a development integrating landscaping and tree canopy elements and ensuring a high standard of architectural, urban and landscape design within the emerging Mamre Road Precinct; and
- Deliver a development outcome that is sympathetic to the site's unique land zoning composition and responds effectively to the interface between industrial and environmental land uses.

1.2.2 Site Overview

The site is located within the suburb of Kemps Creek, within the Penrith Local Government Area (LGA) as shown below in **Figure 1**. It forms part of the Mamre Road Precinct, which sits within both the Western Sydney Aerotropolis and Western Sydney Employment Area as shown in **Figure 2** and **Figure 3**.

The surrounding land uses include the Oakdale West Industrial development to the immediate north, the Emmaus Catholic College to the northwest and rural lots to the south, east and west. The nearest residential area is the large lot subdivision associated with the Mount Vernon locality approximately 2km to the southeast. Neighbouring properties to the site are currently the subject of other applications for industrial development.



 The Site

 NOT TO SCALE

Figure 1 *Site Context*

Source: Google Maps, Ethos Urban

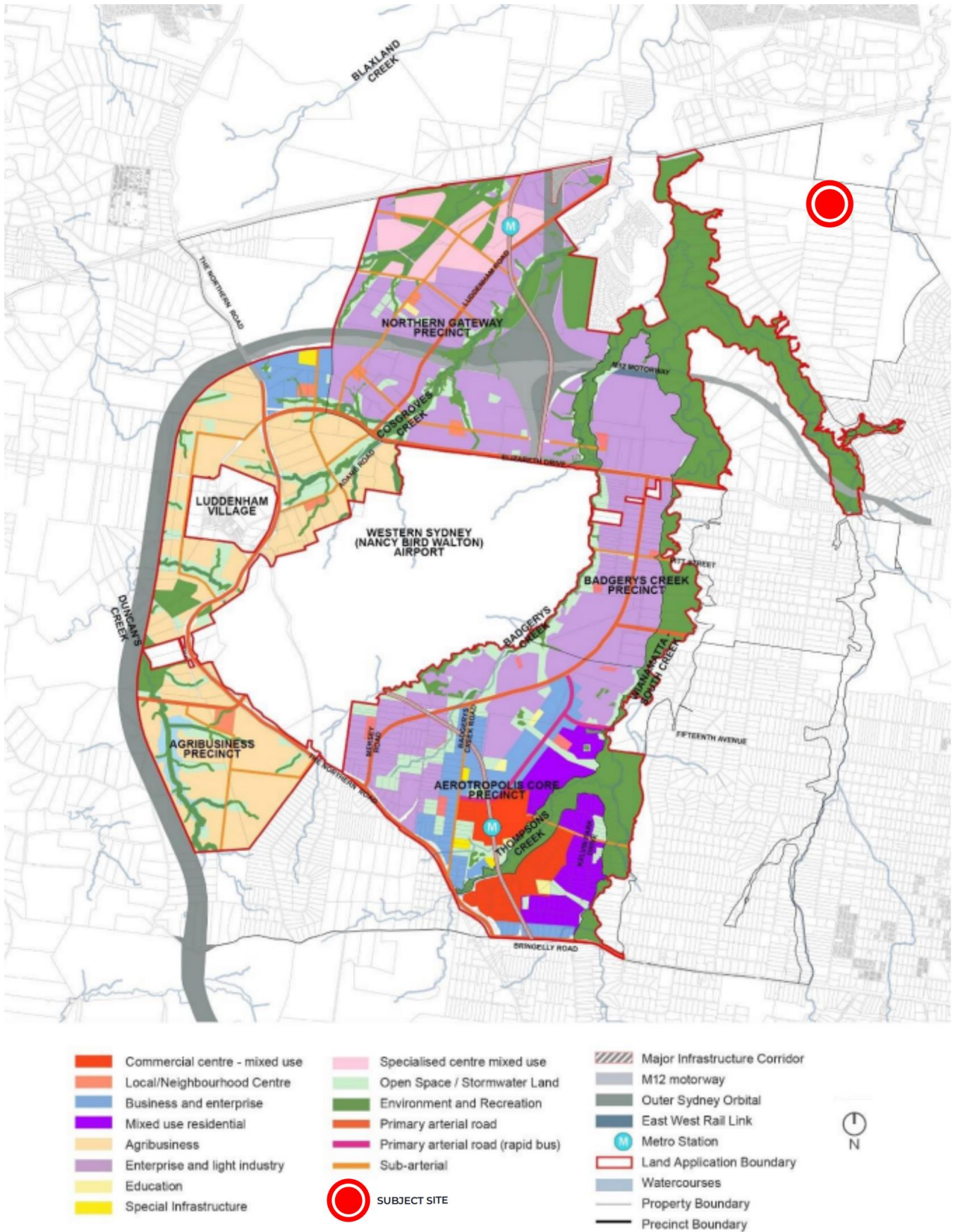
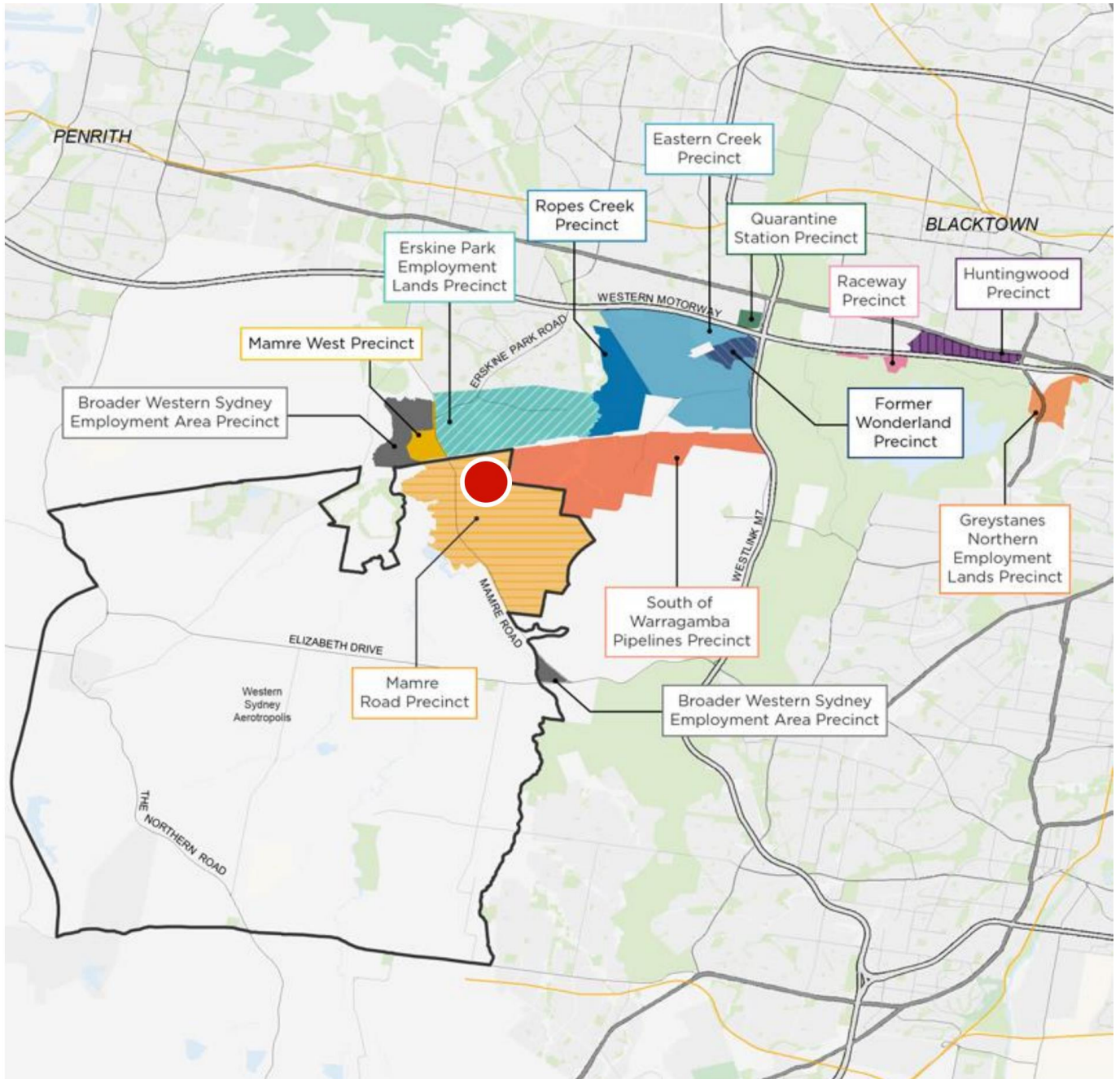


Figure 2 Location of the site within the Western Sydney Aerotropolis Structure Plan

Source: Western Sydney Aerotropolis Precinct Plan, Ethos Urban



 The Site

 NOT TO SCALE

Figure 3 Location of the site within the Western Sydney Aerotropolis Employment Area Structure Plan

Source: DPIE, Ethos Urban

1.3 Site Description

The site is located at 1-23 Aldington Road and 25-51 Aldington Road, Kemps Creek, as shown in **Figure 4** below. The site is irregular in shape, with a direct frontage to Aldington Road that spans approximately 500m. The site comprises two separate allotments (refer **Table 2** below) identified as 1-23 Aldington Road and 25-51 Aldington Road respectively with a total area of approximately 202,800m². The site currently comprises undulating rural land with interspersed vegetation and farm dams.



 The Site


 NOT TO SCALE

Figure 4 Aerial view of the site

Source: Nearmap, edits by ethos urban

Table 2 Legal description of the site

Address	Title	Area
1-23 Aldington Road	Lot 39 DP 708347	101,500m ²
25-51 Aldington Road	Lot 40 DP 708346	101,300m ²

2.0 Project Description

The Proponent is seeking development consent under 'Division 4.7 - Stage Significant Development' of the *Environmental Planning & Assessment Act 1979* (EP&A Act) to construct three (3) warehouse and distribution centre buildings within a consolidated parcel at 1-51 Aldington Road, Kemps Creek. A Concept Masterplan has been prepared by Concept Y and is provided at **Attachment A**, which provides an indicative layout for the Proposal.

Specifically, the SSDA will propose the following:

- Site preparation works including bulk earthworks in development areas;
- Subdivision of the site into two (2) development lots and an Environmental Conservation lot;
- Construction of three (3) single-storey warehouses comprising a total of approximately 47,365m² of warehousing Gross Floor Area (GFA), as well as 2,530m² of ancillary office space split across the 3 warehouses.
- Connection to required site infrastructure;
- Construction of an interim stormwater basin (approximately 3,400m²) within the northern portion of the site, as well as other water cycle management infrastructure;
- Road construction including an interim vehicular access point to Aldington Road, as well as internal estate roads;
- Provision of 292 car parking spaces.
- Associated site landscaping, including revegetation works on land zoned C2 Environmental Conservation.

The proposal will be undertaken in accordance with **Figure 5** below.

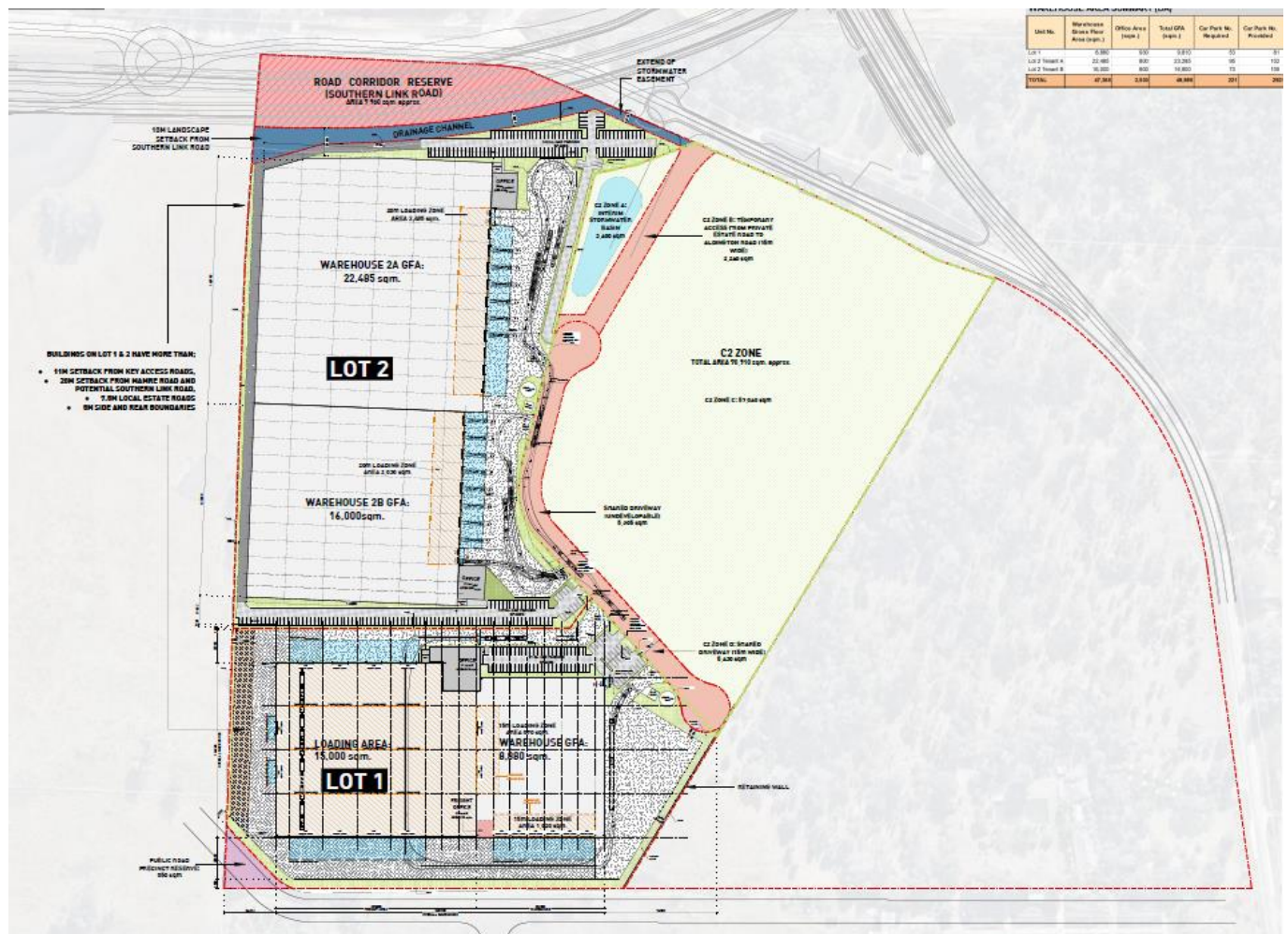


Figure 5 Extract of Proposed Concept Plan

Source: Concept Y

3.0 Statutory Context

3.1 Strategic Planning Framework

The following strategic planning documents are relevant to the proposal and will be subject to consideration and assessment as part of the SSDA:

- *The Greater Sydney Region Plan - A Metropolis of Three Cities*;
- *The Western City District Plan*;
- *Future Transport 2056*; and
- *The Western Sydney Aerotropolis Plan*;

3.2 Statutory Planning and Policy Context

The following legislation, environmental planning instruments and development control plans will be relevant considerations to the SSDA:

- *Environmental Planning and Biodiversity Conservation Act 1999 (Commonwealth)*
- *Environmental Planning and Assessment Act 1979*;
- *Biodiversity Conservation Act 2016*;
- *State Environmental Planning Policy (Industry and Employment) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Precincts—Western Parkland City) 2021*
- *Mamre Road Precinct Development Control Plan 2021*
- *The National Airports Safeguarding Framework*

Those under the following subheadings are of key relevance to the proposal.

3.2.1 Environmental Planning and Biodiversity Conservation Act 1999 (Commonwealth)

The *Environmental Protection and Biodiversity Act 1999* (EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places. These are known as matters of National Environmental Significance. If the proposed development will, or is likely, to impact a matter of National Environmental Significance, then it is required to be referred to the Federal Department of the Environment for assessment to determine if it constitutes a 'controlled action' requiring EPBC approval. Presently, a bilateral agreement allows the Commonwealth Minister for the Environment to rely on the NSW environmental assessment process when assessing a controlled action under the EPBC Act.

The SSDA will address the EPBC Act if required.

3.2.2 Environmental Planning and Assessment Act 1979

The EP&A Act establishes the assessment framework for State significant development (SSD). Under Section 4.38 of the Act the Minister for Planning is the consent authority for SSD. Section 4.12(8) requires that a development application for SSD is to be accompanied by an Environmental Impact Statement (EIS) in the form prescribed by the Regulations. The EIS will be prepared in accordance with the SEARs.

3.2.3 State Environmental Planning Policy (Planning Systems) 2021

Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) lists development that is declared State Significant Development. Schedule 1, Clause 12(1) states:

12 Warehouses or distribution centres

*Development that has an estimated development cost of **more than the relevant amount** for the purpose of warehouse or distribution centres (including container storage facilities) at one location and relation to the same operation.*

(...)

relevant amount means—

(a) for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—\$30 million, or

(b) for any other development—\$50 million.

The proposed Lot 1 Warehouse has an EDC of \$65 million, as confirmed in **Attachment C**, and comprises the warehouse plus all associated infrastructure. As such, the development is declared to be State Significant Development. The overall project has a total estimated EDC of \$133 million.

3.2.4 State Environmental Planning Policy (Industry and Employment) 2021

The site is zoned part IN1 – General Industrial and C2 – Environmental Conservation under Chapter 2 of the *State Environmental Planning Policy (Industry and Employment) 2021* (I&E SEPP). Development for the purposes of a warehouse and distribution centre is permissible with development consent in the IN1 zone. Roads are also proposed to service the development and are permissible in both the IN1 and C2 zones. An outline of the site’s zoning is provided in **Figure 6**.

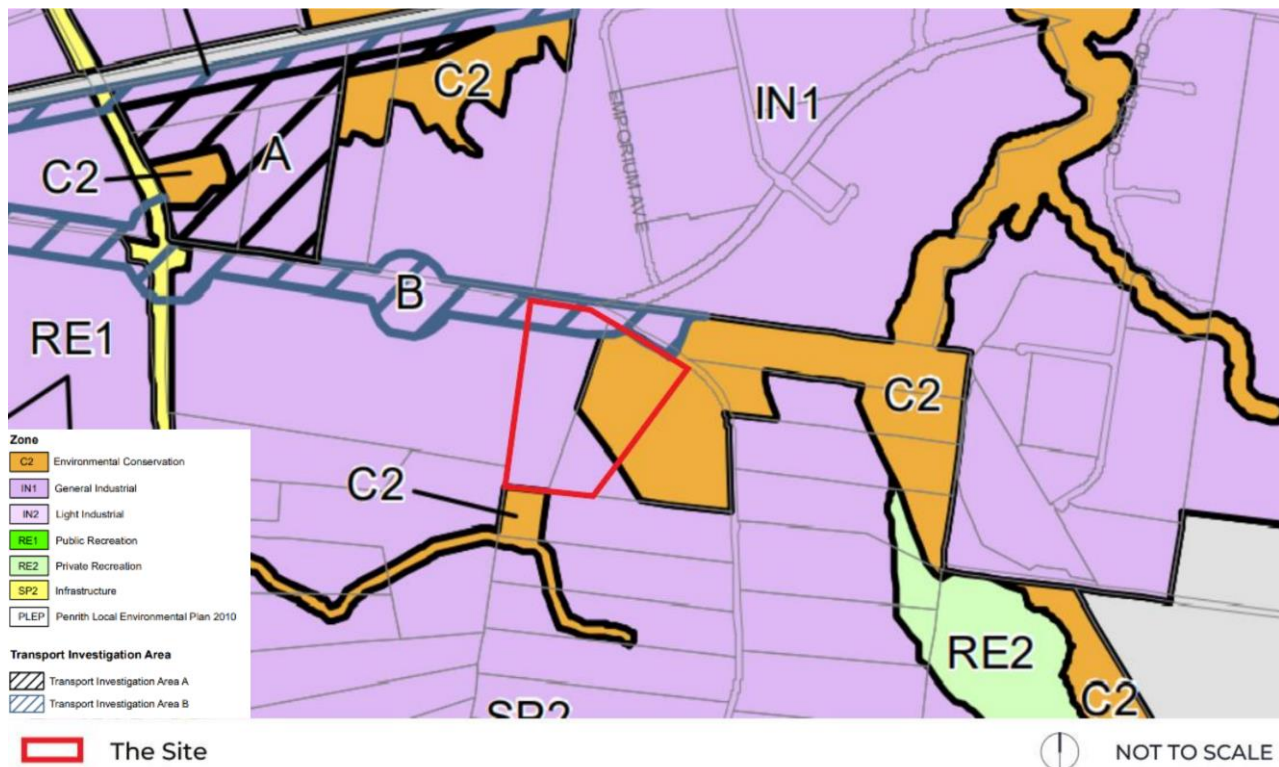


Figure 6 Zoning controls for the site

Source: Industry and Employment SEPP, Ethos Urban

A strip of land along the northern boundary of the site is designated as a “Transport Investigation Area” on the zoning map and relates to the future route of the Southern Link Road. It is noted that the proposed development will not involve any works impeding on the Southern Link Road, with consultation with Transport for NSW (TfNSW) proposed to be undertaken throughout the preparation of the EIS to ensure an appropriate outcome is achieved, noting ongoing discussions with other landowners relating to the delivery of this road.

3.2.5 Mamre Road Precinct Development Control Plan 2021

The desired long-term outcomes for the Precinct are set out in the Mamre Road Precinct Structure Plan, as shown in **Figure 7** below. Under the Structure Plan, the site is proposed for industrial land, with the north-eastern component of the site identified as environmental conservation land.

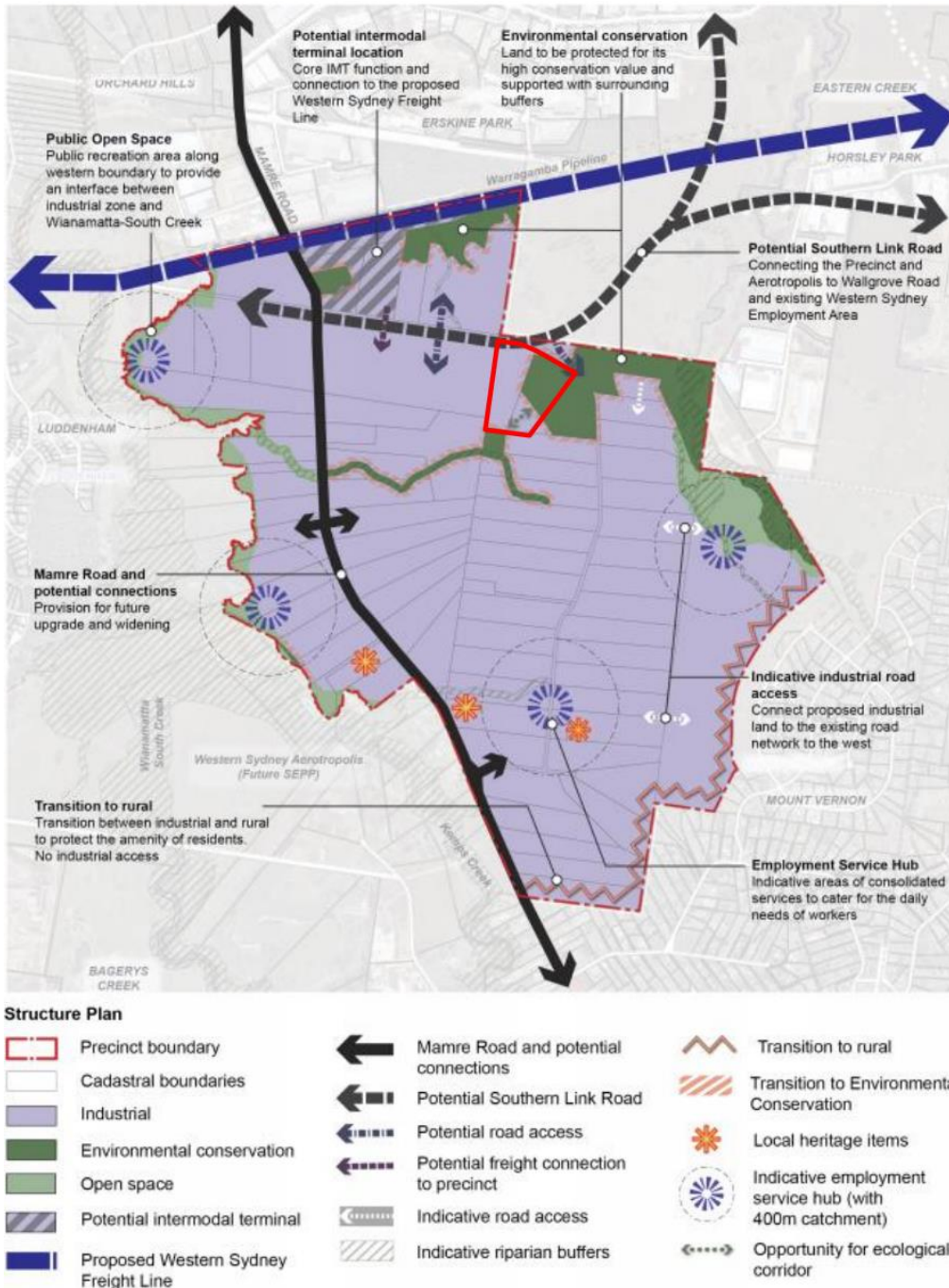


Figure 7 Mamre Road Precinct Structure Plan, in relation to the site

Source: DPIE, Ethos Urban

3.2.6 State Environmental Planning Policy (Transport and Infrastructure) 2021

The proposal will be traffic generating development under Schedule 3 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (T&I SEPP) as it will relate to development for the purposes of a warehouse or distribution centre with a site area over 8,000m² with access to a road. TfNSW will therefore be provided written notice of the SSDA with their comments required to be considered by the consent authority prior to the determination of the SSDA.

3.2.7 Penrith Local Environmental Plan 2010

The site is zoned under the I&E SEPP and therefore the *Penrith Local Environmental Plan 2010* does not apply.

4.0 Community Engagement

Extensive consultation has been undertaken with the landowner of the adjacent property (53 Aldington Road) to the east regarding the provision of an access road traversing this site as indicated within the Mamre Road Development Control Plan. Ongoing consultation regarding the progression of works will continue to be undertaken throughout the preparation of the EIS.

In addition to this, further engagement will be undertaken as the proposal progresses, which will be conducted in accordance with the Undertaking Engagement Guidelines for State Significant Projects (2021).

5.0 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.

The following sections should be read in conjunction with the Scoping Summary Table provided at **Appendix D**.

5.1 Built Form and Urban Design

The EIS will be supported by a concept architectural package and design report which will set out the conceptual massing and built form outcome proposed for the site. It will:

- Outline the design rationale, which has driven the arrangement and positioning of buildings in line with the site's constraints and opportunities and proposed vehicular arrangements noting the constraints of neighbouring land.
- Include a series of concept architectural and landscape plans, and massing diagrams to demonstrate the building envelopes, their height, bulk and scale and positioning (setbacks) from each other, the internal roads and the boundaries of the site;
- Consider the design principles established in Section 2.30 of the I&E SEPP.
- Consider the concept design in relation to the existing transport network (including roads, pedestrian, and cycleways) and anticipated future road upgrades; and
- Provide a view analysis from various close and long-distance viewpoints to determine the visual impact of the proposed bulk and scale when viewed from the surrounding locality and public domain.

5.2 Traffic, Access and Parking

A detailed Traffic and Parking Impact Assessment will accompany the EIS. It will address the following key matters, in addition to any other requirement identified by the SEARs:

- Assessment of traffic volumes generated from the proposal, including traffic associated with construction and operation;
- Assessment of proposed traffic generation and impacts on the existing road network, including impacts to existing intersections. This will include a cumulative assessment which will consider existing and future development within the Mamre Road Precinct and any planned or proposed road / infrastructure upgrades associated with the Aerotropolis.
- Detail on site access, internal loading, and manoeuvring in accordance with the relevant standards and controls;
- Detail interim access arrangements in accordance with the progress of the proposed extension of the Southern Link Road corridor at the northern boundary of the site; and
- Detail on relevant or required road upgrades, access points or road-related infrastructure to support the proposal.
- Details of travel demand management measures to minimise the impact of the development on general traffic and bus operations.

5.3 Infrastructure and servicing

The EIS will assess in detail the impact the proposal will have on existing utility services and service provider assets surrounding the site. 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, telecommunications, and gas infrastructure.

5.4 Soil and Contamination

The EIS will be accompanied by a detailed Geotechnical Investigation to address the requirements of any SEARs, in addition to a detailed Site Contamination Investigation which will consider the suitability of the proposal from a contamination perspective, in accordance with *State Environmental Planning Policy (Resilience and Hazards) 2021*.

5.5 Stormwater Management and Flooding

The EIS will be accompanied by a Stormwater Management Plan and Flood Assessment. The Mamre Road Precinct is affected by 1 in 100 year and probable maximum flood (PMF) levels from creeks within the vicinity of the site (Ropes Creek, South Creek and Kemps Creek). Notwithstanding that the site is not identified as flood prone land, the assessment will assess the impact of the proposed development on downstream flood behaviour.

The EIS will also address the Integrated Water Cycle Management provisions in the Mamre Road DCP and the site water discharge requirements. As part of this, a basin is proposed as an interim measure given the continual work being carried out by Sydney Water as part of the northern catchment of the Precinct that does not yet provide certainty in terms of the ultimate outcome. This basin is proposed in the location of a prior basin on the site to minimise impact.

5.6 Noise and Vibration

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 proposal, including with regard to traffic, both individually and within the context of existing development and potential future development within the Mamre Road Precinct. The assessment will have particular regard to sensitive land uses to the northwest of the site including schools and seniors living. Relevant noise mitigation and management measures to reduce noise and vibration will be detailed in the Assessment.

5.7 Compatibility with surrounding uses

We note that part of the site along the Northern boundary has been identified as potentially being utilised as an extension of the Southern Link Road, which can be seen above in **Figure 6** and **Figure 7**. This forms part of the 'Transport Investigation Area B' land designated by the Department of Planning, Industry and Environment, which necessitates that any development with an EDC of more than \$200,000 be referred to TfNSW for their concurrence to be granted. Pursuant to Section 2.35 of the I&E SEPP, TfNSW is to consider the likely impact of the development on the practicability and cost of carrying out transport projects on the land in the future.

Additionally, as noted previously, part of the site is zoned C2 – Environmental Conservation, with a buffer zone identified as 'Transition to Environmental Conservation' being located along the border between the IN1 and C2 zoned land. The purpose of the transitional area is to provide an interface between environmental conservation and industrial areas.

The site is also located approximately 250m from the Emmaus Catholic College and approximately 500m from the Mamre Anglican School and seniors living. The EIS will particularly focus on the potential impacts of the development on these sensitive land uses.

5.8 Biodiversity

The EIS will be accompanied by a Biodiversity Development Assessment Report (BDAR) which will assess the potential impacts of both the construction and operation of the development on surrounding biodiversity, particularly in regard to the adjacent land zoned C2 – Environmental Conservation, and will consider the Cumberland Plain Conservation Plan. The assessment will also identify relevant mitigation measures.

5.9 Air Quality

An Air Quality Assessment in accordance with NSW Environment Protection Authority guidelines will accompany the EIS detailing any impacts caused by the construction and operation of the development, particularly with regard to nearby sensitive receivers. Mitigation and management measures to reduce the proposal's impact to adverse air quality will also be identified where relevant.

5.10 Visual Impact

A Visual Impact Assessment will accompany the EIS providing an analysis on the impact of the proposed development on the visual amenity of the locality. The assessment will focus on the visual impact of the development from Aldington Road (and future Southern Link Road) as well as the visual impact on nearby sensitive land uses.

5.11 Other issues for consideration and assessment

In addition to the above, the following matters outlined below will also be considered as part of the EIS.

Site suitability of the proposal

The EIS will include a detailed assessment of the suitability of the site for the proposal. This will consider existing site conditions and wider context, as well as future conditions and context of the site within the broader Mamre Road Precinct, Western Sydney Employment Area and Aerotropolis.

Social and economic impacts

The EIS will make an assessment against the potential positive and negative social and economic impacts (and the significance of these impacts) arising from the proposal, considering potentially affected stakeholders and communities.

Waste management

A detailed Waste Management Plan will be prepared and submitted with the EIS. It will outline the anticipated quantities and streams of waste generated by the proposal during construction and operation, and the intended management of waste in terms of storage, removal off-site and disposal.

Heritage

The EIS will be accompanied by an Aboriginal Cultural Heritage Assessment Report (ACHAR) which will assess the significance of the site from a cultural and Aboriginal heritage perspective and determine whether the proposal may affect the heritage significance of the site or locality. Consultation will be undertaken in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 (DECCW).

Bushfire

The vulnerability of the site to bushfires will be assessed as part of the EIS. This will include an assessment against the NSW Government's Planning for Bush Fire 2019.

Ecologically Sustainable Development (ESD)

The EIS will consider how the proposal can incorporate the principles of ESD during the construction and operation of the proposal. It will also consider the energy use of the proposal and outline ways in which consumption / greenhouse gases could be reduced.

Western Sydney Airport

The EIS will be assessed in light of the Western Sydney Aerotropolis Plan and the National Airports Safeguarding Framework. Sections 2.36 and 2.37 of the I&E SEPP relating to areas subject to aircraft noise, airspace operations and potential bird or animal attraction will be addressed in the EIS.

Development Contributions

The EIS will elaborate on contributions applicable under the Mamre Road s7.11 Contributions Plan prepared by Penrith Council.

6.0 Conclusion

This submission provides information to assist in the preparation of the Planning Secretary's Environmental Assessment Requirements (SEARs) for the proposed development of land at 1-51 Aldington Road, Kemps Creek. The intent is to redevelop the site for industrial purposes in line with the desired future outcomes of the Mamre Road Precinct and as outlined in the *State Environmental Planning Policy (Industry and Employment) 2021*.

As the proposal is for the purposes of a Warehouse and has an EDC of over \$50 million, as confirmed in **Attachment C**, it is state significant development (SSD) by virtue of schedule 1 clause 12 of the *State Environmental Planning Policy (Planning Systems) 2021*. Once the SEARs are issued, it is proposed to prepare a State Significant Development Application (SSDA) for the proposal.

We trust that the information detailed in this letter is sufficient to enable the Secretary to issue the SEARs for the preparation of the EIS.

Should you have any queries on the above matters, please do not hesitate to contact us.