

14 October 2021

David Schwebel  
Environmental Assessment Officer, Industry Assessments  
Department of Planning, Industry and Environment  
Via email: [david.schwebel@planning.nsw.gov.au](mailto:david.schwebel@planning.nsw.gov.au)

Dear Mr Schwebel,

**Comments on Response to Submissions: State Significant Development Application  
No.200 Aldington Road Industrial Estate (SSD-10479)**

Thank you for the opportunity to provide feedback from the Western Sydney Planning Partnership (the Partnership) on the updated response to submissions report and supporting information on the State Significant Development (SSD) application for the proposed at No.200 Aldington Road Industrial Estate (SSD-10479) on land at No.106-228 Aldington Road, Kems Creek NSW 2178 (Lots 30-32 in DP 258949 and Lots 20-23 in DP 255560).

It is understood the SSD application comprising of a staged development including a concept proposal and Stage 1 works for the construction, fit-out and operation of a Stage 1 warehouse building and estate-wide earthworks, infrastructure and services. The removal of buildings within the RE2 zoning is a significant improvement, however, other issues for consideration are canvassed in this letter.

This advice is an update to previous comments provided by the Partnership on April 14, 2021 on the SSD application.

I trust this information has been of assistance. If you have any more questions, please contact Lance Collison, Senior Planning Officer, Planning Partnership Office on 9860 1536 or via email at [lance.collison@planning.nsw.gov.au](mailto:lance.collison@planning.nsw.gov.au).

Yours sincerely



**Anthony Pizzolato**  
**Manager, Western Sydney Planning Partnership**

**Comments:**

**Strategic Planning Context**

The subject site at No.106-228 Aldington Road, Kemps Creek NSW 2178 (Lots 30-32 in DP 258949 and Lots 20-23 in DP 255560) is located within the Western Sydney Aerotropolis within the Mamre Road Precinct, which is an initial precinct. Most of the site is identified for future employment land in the Western Sydney Aerotropolis Plan (WSAP) and in the Mamre Road Precinct Plan. The land is zoned to predominantly IN1 General Industrial zoning with part of lots 31-32 of DP 58949 zoned for E2 Environmental Conservation and RE2 Private Recreation under the *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (WSEA SEPP). The proposed warehouse or distribution centre is a use that is permitted with consent under the IN1 zone.

It is noted the changes are in the updated Response to Submissions Report. These are summarised in Section 1.0 and detailed in Section 6.0. The changes exclude prohibited components of development from the RE2 Private Recreation zone.

**Application assessed against the Western Sydney Aerotropolis State Environmental Planning Policy (Aerotropolis SEPP)**

Whilst the land is zoned under the WSEA SEPP, certain provisions of the State Environmental Planning Policy - Western Sydney Aerotropolis 2020 (Aerotropolis SEPP) do apply to the site. The Aerotropolis SEPP applies to the site for the purpose of aligning the strategic objectives and Western Sydney Aerotropolis Plan to the site along with airport safeguarding provisions.

*Part 3 Development controls—Airport safeguards*

As mentioned in advice from the Partnership provided on 11 December 2020 and 14 April 2021, a key planning objective for the Aerotropolis is to safeguard the 24-hour operations of Western Sydney International (Nancy-Bird Walton) Airport. The site is partially within the 8 km wildlife buffer zone on the Wildlife Buffer Zone Map of the Aerotropolis SEPP and careful consideration must be given to any proposed vegetation or landscaping to minimise wildlife attraction as per Clause 21 of Part 3 of the Aerotropolis SEPP.

Whilst the EIS has referenced this clause, the Partnership is of the view there is a requirement to provide a written assessment of the wildlife that is likely to be present on the land, and the risk of the wildlife to the operation of the Airport. The sites' RE2 and E2 land and proposed landscaping has the potential to attract wildlife. The previous advice requested a written assessment be provided as part of the SSD application.

In the updated response to submissions, a written assessment has not been provided. It is noted Attachment T (Biodiversity Development Assessment Report) advises '*The development site is partially mapped within the 8-13 Km Wildlife Buffer Zone Map of the Aerotropolis SEPP for the Western Sydney International (Nancy-Bird Walton) Airport. Careful consideration of plant species must be given for any proposed landscaping or revegetation. These items will be considered and assessed when preparing the Vegetation Management Plan for the north-east corner*'. The timing of this shall be provided prior to the commencement of construction. Not receiving a separate assessment now is seen to be a gap in the overall assessment of this proposal and the Partnership is of the view this is not acceptable.

### **Application assessed against the Western Sydney Aerotropolis Plan (WSAP)**

The WSAP establishes a vision, objectives and principles for the development of the Aerotropolis. The Mamre Road precinct is generally identified for industrial uses and may initially support the infrastructure that enables the construction of the Airport and Aerotropolis. Page 70 of the WSAP outlines the key considerations, strategic outcomes and implementation strategies for the Mamre Road Precinct.

Generally, the proposed development appears to be consistent with these. The revised plans have now excluded prohibited components of development from the RE2 Private Recreation zone. The revised building footprints are wholly contained within the IN1 General Industrial zone and above the 1:100-year flood prone land. It is noted the bio-retention basin is now wholly located within the IN1 zone which is an improvement.

#### On site recreation

The proponent has previously responded to comments for the proposed SSD application to take into consideration the Aerotropolis planning principles contained in the Appendix (pages 92-94). Nevertheless, objective SU4 – ‘Orient urban development towards creeks and integrate into the landscape through quality open space, a high degree of solar access and tree canopy’, it is seen more could be done to creating usable quality open space for future workers whilst achieving environmental outcomes and mitigating flood impacts.

The previous response to submissions report advises in this regard, *The RE2 zone in the north east section of the site’s primary purpose is to delineates the 1 in 100 year flood limit and not recreation. The development proposes to recreate a riparian corridor through this section with revegetation with riparian species. It is not considered desirable for public access to this area given the risk of illegal activities such as dumping etc. Suitable amenities for workers are proposed to be provided in open space areas within lots. These will be detailed in future DAs for individual buildings.*

However, The WSEA SEPP advises the following objectives for the RE2 Private Recreation zone,

- To enable land to be used for private open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.
- To enable development that does not increase the risk of natural hazards of the surrounding land (including, but not limited to, bush fire and flooding).

Therefore, a greater focus of this RE2 zoned land should be for recreational purposes which should allow accessibility for workers. There should be further examination on how this land can achieve recreational spaces whilst also achieving environmental outcomes and mitigating flood impacts. It should be noted that due to the proposed building floorplates and hardstand areas, there will be limited opportunities for open space areas within lots as shown on the revised concept masterplan unless roofed areas can provide this space.