

# Scoping Report - Request for Secretary's Environmental Assessment Requirements

Lot G and Lot D - 200 Aldington Road Industrial Estate

Submitted to Department of Planning and Environment  
on behalf of Stockland Fife Kemps Creek Pty Limited



**'Gura Bulga'**

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

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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## Appendices

Appendix	Author
A. Preliminary Lot G Architectural Drawings	<i>Lo Studio</i>
B. QS Statement	<i>mbm</i>
C. Preliminary Lot D Scheme	<i>AT&amp;L</i>

# 1.0 Introduction

This Scoping Report has been prepared by Ethos Urban on behalf of Stockland Fife Kemps Creek Pty Ltd (**The Applicant**) for **Project-Specific** Secretary's Environmental Assessment Requirements (**SEARs**) for the proposed warehouse and container hardstand (**the Proposal**) within Lot G of the approved 200 Aldington Road Industrial Estate (approved under SSd-10479) located at 106 – 228 Aldington Road, Kemps Creek (**Site**).

As the Proposal is for the purposes of development for a warehouse or distribution centre related to the same operation that has a capital investment value in excess of \$50 million, it is State Significant Development (**SSD**) by virtue of Clause 12 of Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**).

We note that a Section 4.55 Modification Application to SSD-10479 has been prepared and will be submitted either prior to or concurrently with the SSD Application to ensure the Proposal is not inconsistent with the approved Concept Masterplan for the Site.

The Site forms part of the broader 200 Aldington Road Estate Concept and Stage 1 approval (SSD-10479). Many estate-wide technical assessments and reports have already been prepared under this approval on land to which this Proposal relates. This includes (but is not limited to) the preparation of the Biodiversity Development Assessment Report (**BDAR**) and Aboriginal Cultural Heritage Assessment Report (**ACHAR**).

As these technical assessments have considered the environmental impacts of their respective field at an estate-wide level, this application requests Project-Specific SEARs. Industry-Specific SEARs would necessitate the re-preparation of many of these same studies.

This Project-Specific SEARs request provides an overview of the Proposal, its objectives and benefits, its eligibility for State Significant Development, identifies key environmental matters requiring assessment in the Environmental Impact Statement (**EIS**) and identifies matters that, in our opinion, do not require detailed assessment. This letter should in conjunction with the following attached documentation:

- Preliminary Architectural Drawings prepared by Lo Studio (**Appendix A**);
- Capital Investment Value Statement prepared by mbm (**Appendix B**); and
- Preliminary Lot D scheme prepared by AT&L (**Appendix C**).

## 1.1 Applicant Details

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

**Table 1** Applicant Details

Applicant	Stockland Fife Kemps Creek Pty Ltd
Address	Level 25, 133 Castlereagh Street, Sydney NSW 2000
ABN	47 273 439 938

## 1.2 Overview of Proposed Development

The SSD seeks approval for the following works:

- Construction and operation of Lot G for warehousing and workshop, container hardstand and hardstand, as well as associated car parking, landscaping etc. (refer to **Appendix A**); and
- Construction and operation of wetlands and storage ponds on Lot D to meet operational stormwater management controls (**Appendix C**).

A detailed description of the Proposal is provided in **Section 3.0**.

## 1.3 Objectives of the Development

The Proposal's primary objective is to facilitate the continued delivery of the 200 Aldington Road Industrial Estate. This will support industrial floor space within the Western Sydney Employment Area (**WSEA**), realise the recently established vision for the Mamre Road Precinct and contribute to the much-needed industrial land supply in Western Sydney. The Proposal's other objectives include:

- Facilitate a development outcome which helps to realise the vision of the Mamre Road Precinct and the recent amendments to the WSEA SEPP;
- Increase the capacity and variety of industrial warehouse facilities in the WSEA which can help to respond to the current shortfall of industrial land in Western Sydney;
- Promote the more efficient use of land from a single site by providing industrial floor space within a designated employment area; and accommodate the growing demand for well-located warehouse space in infill locations;
- Minimising amenity impacts on the surrounding community through a high-quality design that is responsive to its local context; and
- Minimising environmental impacts through appropriate design, mitigation and management measures.

## 1.4 Site Overview

The Site is located at Kemps Creek, within the Penrith Local Government Area. It also forms part of the Mamre Road Precinct which sits within both the Western Sydney Employment Area and the Western Sydney Aerotropolis.

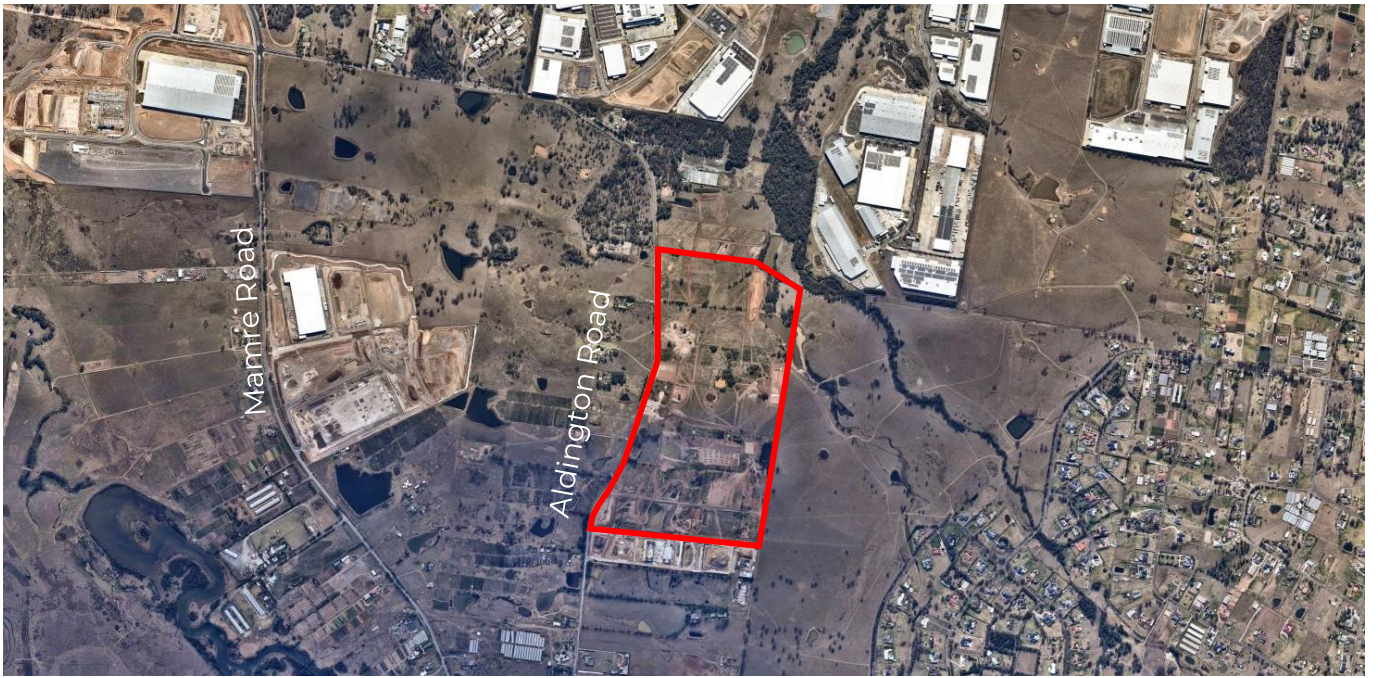
Land surrounding the site is generally rural in nature comprising a variety of rural dwellings, rural land, farm dams and scattered vegetation. Beyond this, the following uses are worth noting:

- The Oakdale industrial estate located immediately to the east of the site;
- The existing Catholic Healthcare Emmaus aged care and retirement village, Little Smarts Early Learning Centre, Trinity Primary School and Emmaus Catholic College located approximately 1.5km north west of the site; and
- Existing established residential housing community (approximately 1.5km to the south-east) at Mount Vernon.

The Site context is now transitioning to industrial with numerous approved industrial developments beginning to mobile across the Mamre Road Precinct. This includes Aspect Industrial Estate to the west of the Site and Westlink Industrial Estate to the south.

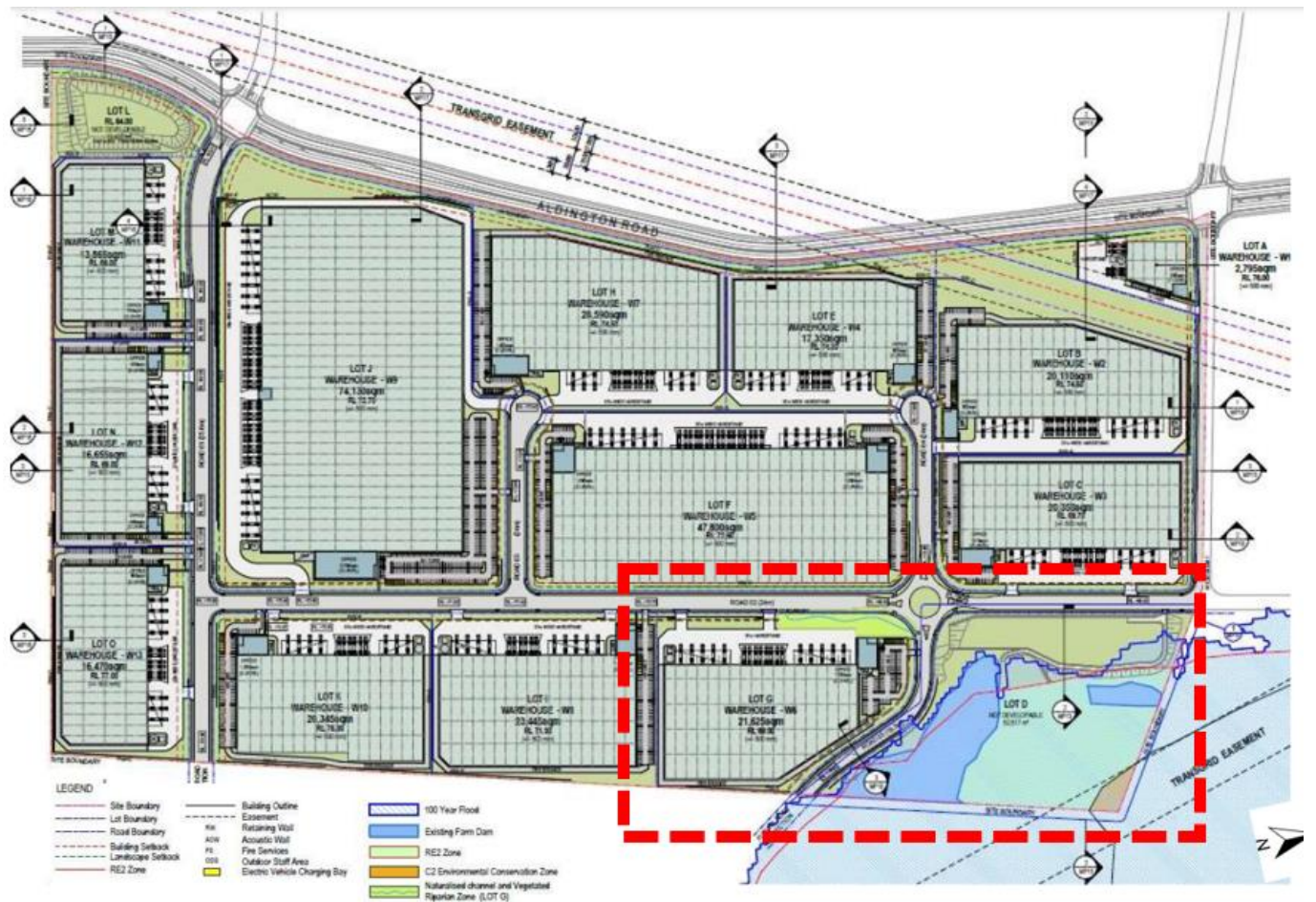
The site forms part of the 200 Aldington Road Industrial Estate, approved under SSD-10479. The estate comprises one lot described as Lot 200 DP 1285691 (refer to **Figure 1**).

Within the estate, the Proposal is located on Lot G and Lot D as shown in **Figure 2**.



**Figure 1 – Site Aerial Map**

Source: Nearmap, Ethos Urban



**Figure 2 - Approved Concept Masterplan (Lot G and D shown in red outline)**

Source: AT&L

## 2.0 Strategic Context

### 2.1 Project Justification

#### Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan is the overarching strategic plan that seeks to shape future development for the Sydney metropolitan area over the next 40 years, released by the Greater Cities Commission (**GCC**) in March 2018. Under the Region Plan, the site is located within the Western City District, which forms as part of the Western Parkland City. The Proposal is consistent with the following relevant objectives of the Region Plan:

- **Objective 16** – Freight and logistics network is competitive and efficient.
  - Objective 16 details the significance of Greater Sydney's key trade gateways to underpinning the continued global competitiveness of Sydney's supply chain operations. The Proposal will support the projected growth in transport and distribution activity principally by virtue of its location, which is poised to leverage the proximity to Western Sydney Airport and service the logistical requirements of such a major trade gateway.
- **Objective 23** – Industrial and urban services land is planned, retained, and managed.
  - The Proposal will support the provision of in-demand industrial land which will support the retention and enhancement of industrial land within Greater Sydney.

Given that the Proposal's primary function is to create industrial employment opportunities by virtue of delivering a warehouse and distribution facility, the Proposal will contribute to underpinning the envisioned function of its locality to supporting Greater Sydney's broader strategic vision.

#### Western City District Plan

Supporting the objectives of the Greater Sydney Region Plan are actions and priorities as detailed in a suite of region-specific plans known as the District Plans, released by the GCC in March 2018. The subject site is located within the Western City District. The Proposal is consistent with the following relevant objectives of the District Plan:

- **Planning Priority W10** – Maximising freight and logistics opportunities and planning and managing industrial and urban land services land.

In particular, the Proposal will provide substantive warehousing floorspace to support freight and logistics opportunities in the Western City District providing for Greater Sydney. A significant portion of the industrial land is supported within the Mamre Road district which is a key industrial locality through the Western City District connecting to Western Sydney Airport and the wider Western Sydney.

#### Penrith Local Strategic Planning Statement 2020

The Penrith Local Strategic Planning Statement 2020 (**LSPS**) recognises and capitalises on the opportunities arising from the Western Sydney Aerotropolis. Specifically, the Proposal aligns with the following Planning Priorities:

- **Planning Priority 11** – Support the planning of the Western Sydney Aerotropolis.
- **Planning Priority 12** – Enhance and grow Penrith's economic triangle.

The Proposal has economic links to the growth and planning of the Western Sydney Aerotropolis as well as Penrith's economy.

# 3.0 The Project

## 3.1 Project Overview

The Proponent is seeking development consent under 'Division 4.7 - Stage Significant Development' of the *Environmental Planning & Assessment Act 1979* to construct and operate warehousing (manufacturing and distribution) within Lot G of the approved 200 Aldington Road Industrial Estate at 106-228 Aldington Road, Kemps Creek.

The SSDA will seek consent for construction and operation, including the construction and operation of Lot G for warehousing, a workshop, container hardstand and hardstand, as well as associated car parking, landscaping etc. (refer to **Attachment A**).

The Proposal will also seek consent for the construction and operation of wetlands and storage ponds on Lot D to meet operational stormwater management controls.

### 3.1.1 Warehousing and Workshop Component (Lot G)

The warehousing and workshop component of the Proposal will include:

- Construction of a warehouse and internal vehicle repair workshop (with a total GFA of 1,826m<sup>2</sup>), wash bay (300m<sup>2</sup> GFA) and office space (1,652m<sup>2</sup>);
- Construction of a 44,000m<sup>2</sup> container hardstand supporting container stacked up to five high;
- Construction of hardstand for 80 car spaces;
- 24 hours a day, 7 days a week hours of operation;
- Consent for installation and operation of signage;
- Landscaping; and
- Vehicular access points onto Road 02 and Road 05.

Preliminary Architectural Drawings have been prepared by Lo Studio are included at **Appendix A**. An extract of the preliminary drawings are provided in **Figure 3**.

As noted earlier, a Section 4.55 Modification Application will be lodged to DPE for the modification of SSD 10479 to align the Concept Masterplan with the Proposal and remove any inconsistencies between the two.

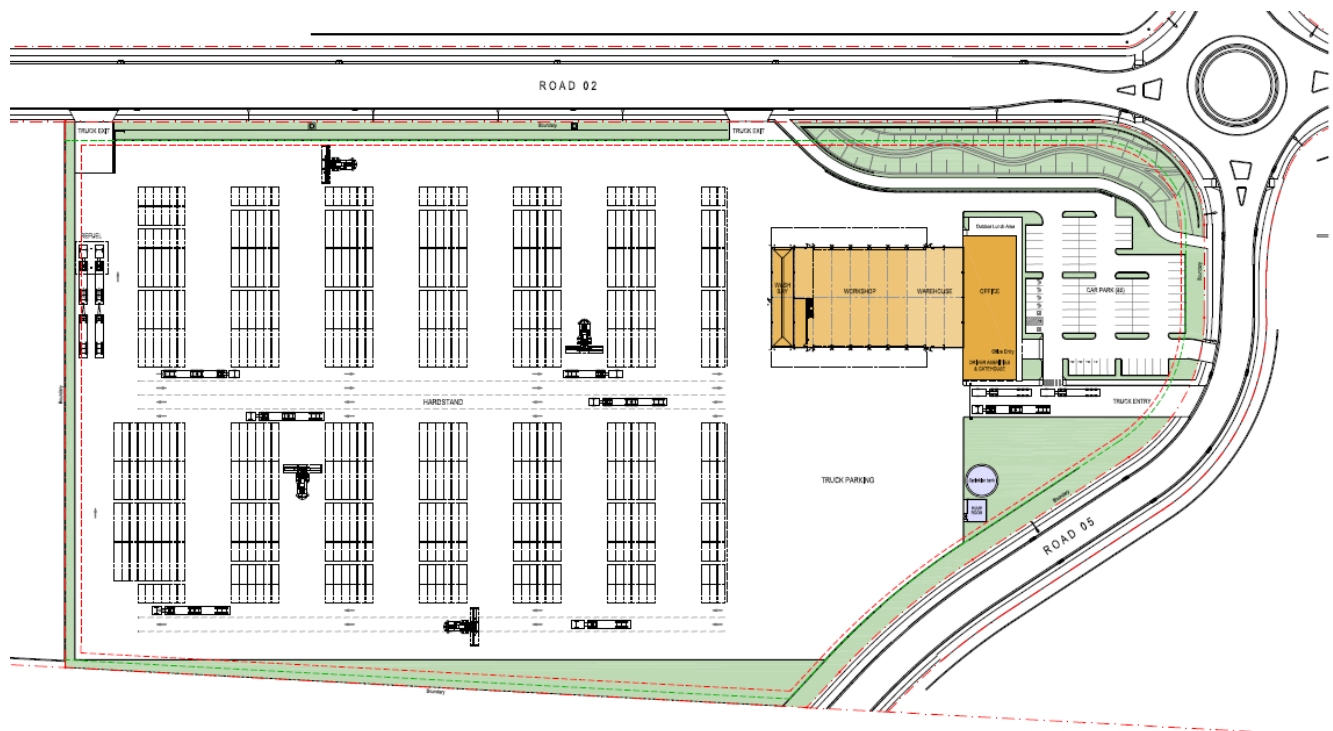
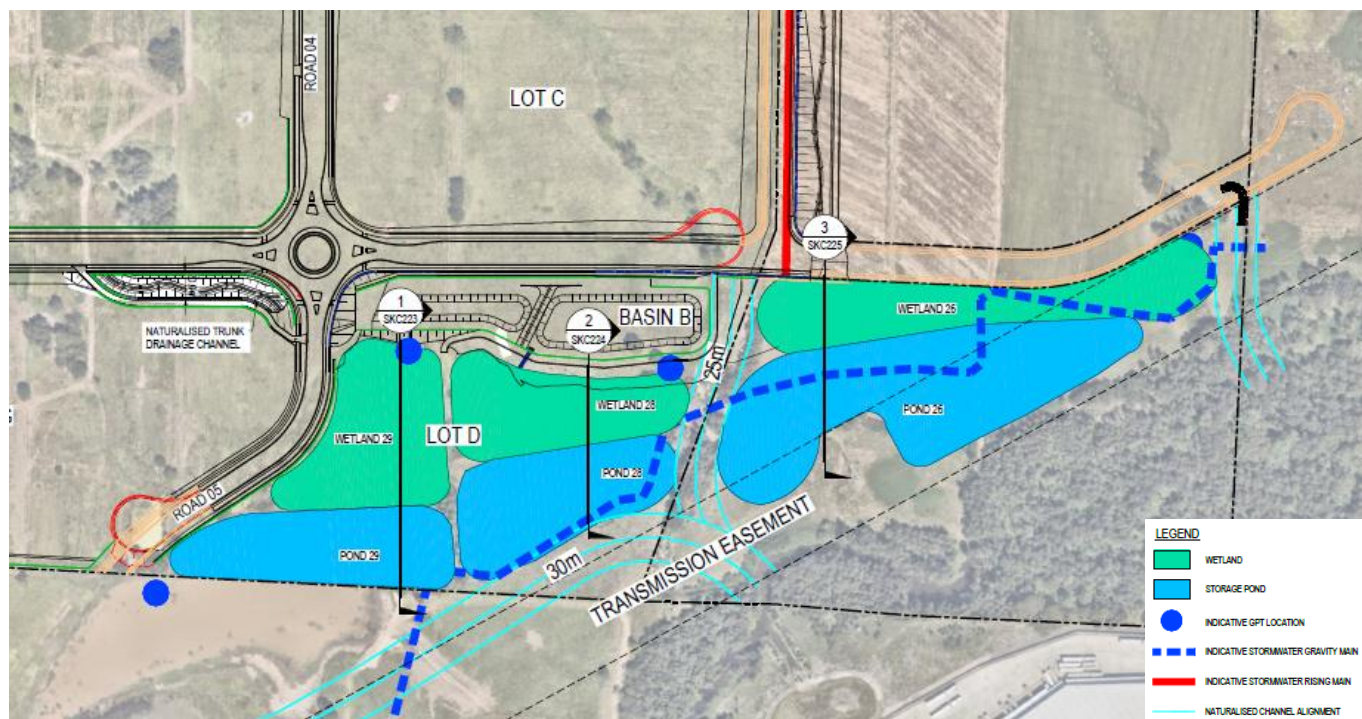


Figure 3 - Preliminary Ground Level Plan

Source: Lo Studio

## 3.2 Lot D Layout

The proposed layout of Lot D, including the wetland and pond area are provided in **Appendix C** and XXX. This layout is deemed sufficient to meet stormwater management measures such as treatment, storage and irrigation. It is intended that use of this land will achieve the stormwater controls for the development for the interim period until the Sydney Water MRP stormwater scheme becomes operational.



**Figure 4 – Preliminary Lot D Scheme**

Source: AT&L

### 3.3 Site Layout

The proposed site layout includes one warehouse building and one office building. South of the building will be a hardstand for container storage. To the north of the buildings will be a hardstand for ancillary carparking (80 light vehicle spaces). Vehicles will access and exit the site from Road 05 whilst trucks will enter the site from Road 05 and depart onto Road 02. Landscaping will be provided around the periphery of Lot G.

### 3.4 Feasible Alternatives

Clause 192 (1)(c) of the *Environmental Planning and Assessment Regulation 2021* requires an EIS to include analysis of any feasible alternatives to the Proposal, including the consequences of not carrying out the development.

As aforementioned the Proposal’s primary objective is to support industrial floor space within the WSEA, realise the recently established vision for the Mamre Road Precinct and contribute to the much-needed industrial land supply in Western Sydney. During the design process of the Proposal, alternative development options for the site were explored, as outlined in **Table 2** below.

**Table 2 Feasible Alternatives**

Option	Assessment
<p><b>Option 1 – ‘Do nothing’</b></p>	<p>The application seeks the detailed design and operation of warehousing and wetlands approved under the 200 Aldington Road Industrial Estate Concept Masterplan. Under the ‘do-nothing’ approach, the objectives of the Industrial Estate and underlying concept approval would not be fulfilled, and additional employment/industrial land opportunities would be forfeited. Therefore, doing nothing would be an inappropriate course of action that would prevent the orderly and economic use and development of land to its highest and best use.</p>

Option	Assessment
<b>Option 2 – ‘Alternative Purpose’</b>	The site’s development for an alternative purpose is limited by the granting of approval for the 200 Aldington Road Industrial Estate Concept Masterplan. The ‘alternative purpose approach’ would also be inconsistent with the relevant strategic plans for the area or site’s concept approval.
<b>Option 3 – ‘The Proposal’</b>	Given the factors mentioned above and the unique opportunities offered by the Site's strategic location within the Mamre Road precinct and separation from surrounding sensitive land uses, the lot’s development for warehousing represents the highest and best use of the site. Furthermore, the Proposal seeks to fulfil the objectives and outcomes of the concept approval relating to the 200 Aldington Road Industrial Estate. As a result, the Proposal is the optimal outcome for the site, providing an appropriate and workable development scenario that meets the project's objectives.

## 4.0 Statutory Context

This section of the report provides an overview of the key statutory requirements relevant to the Site and the Proposal. The relevant requirements in accordance with the DPE guidelines are summarised in **Table 3** below. Each of these matters will be addressed in further detail within the future EIS.

**Table 3 Statutory Requirements**

Policy	Action
<b>Power to Grant Consent</b>	
<b>Environmental Planning and Assessment Act 1979 (EP&amp;A Act)</b>	Section 4.36 of the EP&A Act provides for a process where development can be declared SSD either by a State environmental planning policy (SEPP) or Ministerial order published in the Government Gazette. Section 4.5 of the EP&A Act provides that the Minister of Planning and Public Spaces is the consent authority for SSD. Part 4, Division 4.7 of the EP&A Act sets out the provisions which apply to the assessment and determination of development applications for SSD. The Proposal is subject to section 4.38 Consent of the EP&A Act.
<b>State Environmental Planning policy (Planning Systems) 2021</b>	<p>Schedule 1 of State Environmental Planning Policy (Planning Systems) 2021 lists development that is declared State Significant Development. Schedule 1, Clause 12(1) states:</p> <p><b>12 Warehouses or distribution centres</b></p> <p>(1) <i>Development that has a capital investment value of more than the relevant amount<sup>1</sup> for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.</i></p> <p>As outlined in the above clause, to determine a warehouse or distribution centre's capital investment value (CIV) in relation to the SSD threshold, that development is to be at one location and related to the same operation. As this CIV is estimated to exceed the \$50 million and the Proposal is for a single operation, the Proposal is declared State Significant Development.</p>
<b>Permissibility</b>	
The Proposal is beholden to the controls outlined in the Concept Masterplan. The Concept Masterplan grants permissibility to the uses and building envelopes and associated features. Notwithstanding, the proposed uses are permissible in the IN1 General Industry zoning under the State Environmental Planning Policy (Industry and Employment) 2021.	
<b>Other Approvals</b>	
<b>National Parks and Wildlife Act 1974</b>	The National Parks and Wildlife Act 1974 provides for the protection of Aboriginal cultural heritage. An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared and approved as part of the concept approval. As the Proposal is within the scope of the concept approval, no further impacts will occur to Aboriginal cultural heritage. The approved ACHAR will accompany the SSD for reference.
<b>Pre-conditions to granting consent</b>	
<b>Biodiversity Conservation Act 2016</b>	<p>Section 7.9 requires a development application for State significant development to be accompanied by a Biodiversity Development Assessment Report (BDAR). Section 7.14 requires the consent authority to take into consideration the likely impact of the proposed development on biodiversity values as assessed in the Biodiversity Development Assessment Report. A BDAR has been prepared and approved within the concept approval. As the Proposal is within the scope of the concept approval, no further impacts will occur to biodiversity. The approved BDAR will accompany the SSD for reference.</p> <p>Furthermore, it is worth noting that the land is not classified as 'urban capable' under the Cumberland Plain Conservation Plan.</p>
<b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b>	<p>Section 2.121 requires the consent authority to provide Transport for NSW with written notice of the development application for developments considered a 'traffic generating activity'. The Proposal is a 'traffic generating activity' as it is for a warehouse or distribution centre with a site area of more than 8,000sqm.</p> <p>Section 2.48 requires the consent authority to give written notice to the electricity supply authority for the area and take into consideration any response to that notice before granting</p>

<sup>1</sup> Under Schedule 1, Clause 12(3) of *State Environmental Planning Policy (Planning Systems) 2021*, the relevant amount for warehouses or distribution centres is \$30 million for developments where the relevant environmental assessment requirements are notified on or before 31 May 2023, or \$50 million thereafter.

Policy	Action
	consent to a development likely to affect an electricity transmission or distribution network. The Proposal does not impact on any electricity transmission or distribution network.
<b>State Environmental Planning policy (Industry and Employment) 2021</b>	<p>Section 3.6 stipulates that a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that:</p> <ul style="list-style-type: none"> <li>• The signage is consistent with the objectives of the SEPP, and</li> <li>• The signage satisfies the assessment criteria specified in Schedule 1 of the SEPP. Signage will be proposed as part of the application and an assessment will be carried out.</li> </ul>
<b>State Environmental Planning policy (Resilience and Hazards) 2021</b>	<p>Section 4.6 stipulates that a consent authority must not consent to the carrying out of development unless:</p> <ul style="list-style-type: none"> <li>• It has considered whether the land is contaminated, and</li> <li>• If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and</li> <li>• If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.</li> </ul> <p>Contamination was addressed as part of the concept approval. As the Proposal is within the scope of the approved Concept Masterplan, the Proposal area has already been assessed as acceptable from a contamination perspective. Supporting documents will accompany the EIS for reference.</p>
<b>Mandatory matters for consideration</b>	
<b>Environmental Planning and Assessment Act 1979</b>	Development in NSW is regulated pursuant to the EP&A Act, which sets out the procedures and objects for all development. Section 1.3 of the EP&A Act sets out the objects of the Act. The Proposal seeks to provide industry leading warehousing in the Mamre Road Precinct of the Western Sydney Employment Area. The Proposal is strategically aligned to the desired outcomes and use for the Site and is consistent with the IN1 General Industry zoning of the Site. Therefore, the Proposal promotes the orderly and economic use of the site.
<b>State Environmental Planning policy (Resilience and Hazards) 2021</b>	Section 3.12 of the State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP) provides a systematic approach to planning and assessing proposals for potentially hazardous and offensive development for the purpose of industry or storage. Chapter 3 applies to any proposals which fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'. An Assessment against the Resilience and Hazards SEPP will be provided within the EIS.

## 5.0 Engagement

The Applicant is a member of the Mamre Road Land Owner's Group East (LOG-E), which are in ongoing consultation with government agencies including DPE, Penrith City Council, Sydney Water and Transport for NSW. The Applicant will also continue to consult with the Mamre Road Precinct Working Group in accordance of Condition A12 of SSD-10479.

Furthermore, the Applicant will continue to consult with the following government agencies regarding the items below:

- DPE: Current and future SSD/modifications
- EHG: Water quality and music model
- Sydney Water: Sydney regional scheme
- TfNSW: Intersection and Mamre Road works, as well as traffic movements including a model review.
- Penrith City Council: road network performance and infrastructure within and surrounding the estate, as well as landscaping matters.

## 6.0 Proposed Assessment of Impacts

This section provides an overview of the key matters that will require further assessment as part of the SSD.

### 6.1 Traffic and Access

There is expected to be no significant change to traffic generation or vehicle movements throughout the day. The traffic demand of the Proposal is expected to be consistent with that already envisioned for this part of the Site within the concept approval. A Traffic and Transport Impact Assessment will be prepared and will accompany the SSDA which will assess the traffic volumes associated with the Proposal's operation and construction and will assess any potential impacts on road safety and broader road network capacity.

### 6.2 Stormwater Management

It is anticipated that the proposed approach will proportionally increase runoff. A new approach which ensures compliance with the relevant controls will be prepared. On-lot Civil Plans, an Estate Wide Stormwater Management Plan and (on lot) Erosion and Sediment Control Plan will be prepared and will accompany the SSDA. The Plans will be provided in accordance with the 'Technical guidance for achieving Wianamatta–South Creek stormwater management targets' (Technical Guidance) and 'MUSIC modelling toolkit for Wianamatta–South Creek'. This approach will be consistent with the requirements of the relevant conditions of consent for future development lots and will meet Sydney Water requirements.

### 6.3 Operational Noise

The Proposal will be accompanied by a Noise and Vibration Assessment that will need to assess any impacts arising from its construction, operation and traffic generation, including considerations of cumulative noise impacts from the broader Site and or broader Mamre Road Precinct. The findings of this assessment will ensure appropriate noise mitigation measures are implemented if deemed necessary.

### 6.4 Built Form and Visual Impact

The built form of the proposed warehousing on Lot G will be of a height and scale always anticipated for this part of the Site and will be in keeping with the industrial nature of the Site. A built form assessment will form part of the EIS. A visual Impact Assessment will also be undertaken assessing in particular, public views from the east to Lot G to assess any visual impacts arising from the proposed warehousing, container storage and associated signage.

### 6.5 Flooding

A revised flood assessment will be prepared to determine any material changes to flooding arising from the proposed development.

### 6.6 Bushfire Impact

The location and extent of asset protection zones will remain unchanged from the concept approval and the Proposal is not considered to change the level of bushfire impact. Notwithstanding, a review of the Proposal against the concept approval will be undertaken.

### 6.7 Air Quality and Odour

The Proposal is anticipated to comply with the approved air quality conditions. An air quality and odour assessment will accompany the SSD.

### 6.8 Biodiversity

A BDAR has been prepared and approved within the concept approval. As the proposed works are within the scope of the Concept Masterplan, no further impacts will occur to biodiversity. This is noting that the Concept Master Plan and Stage 1 development area is designated as "urban capable" under the Cumberland Plain Conservation Plan and subject to biodiversity certification.

## 6.9 Matters not requiring further Assessment

In addition to the BDAR and ACHAR, the following assessment matters are not considered to require reassessment (given they were assessed as part of the concept approval):

- Contamination;
- Aboriginal and Non-Aboriginal heritage;
- Geotechnical; and
- Salinity and sodicity.

## 7.0 Conclusion

This Scoping Report has outlined preliminary information regarding the proposed development on Lot G and Lot D at the 200 Aldington Road Industrial Estate. The report has outlined preliminary information regarding the 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.

As outlined in **Section 4.0**, the Proposal is declared State Significant Development under Schedule 1, Clause 12 of State Environmental Planning Policy (Planning Systems) 2021. Project-Specific SEARs are specially requested due to an Aboriginal Cultural Heritage Assessment Report (ACHAR) and Biodiversity Development Assessment Report (BDAR) having already been undertaken for the Site under the relevant concept approval.

We trust that the information detailed in this report is sufficient to enable the Secretary to issue SEARs for the preparation of an Environmental Impact Statement.