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2250061

Stockland Fife Kemps Creek
c/- Fife Capital
Level 12, 89 York Street
Sydney NSW 2000

Social Impact Assessment Addendum - 200 Aldington Road Industrial Estate

Lot O – SSD-96107226 and SSD-10479-MOD 7

1.0 Introduction

1.1 Purpose

An Environmental Impact Statement (EIS) has been prepared in response to issued SEARs SSD-96107226 for Lot O, Kemps Creek Industrial Estate being part of the Concept Plan at 200 Aldington Road, Kemps Creek, under the State Significant Development SSD-10479 project approval (200 Aldington Road Industrial Estate) formally now known as part Lot 200 DP 1285691.

The applicant, Stockland Fife Kemps Creek Pty Ltd (SFKC) is a joint venture between Stockland and Fife Capital.

Condition A4 of SSD-10479 requires that, in accordance with section 4.22 of the Environmental Planning and Assessment Act 1979, each subsequent stage of the development is to be subject to further development applications.

This SSD application relates to the detailed design of Lot O as approved under the Concept Plan. It specifically addresses the design details and operational aspects of a future tenant.

As part of the staged development of the Kemps Creek Industrial Estate, SFKC is seeking to construct a temperature-controlled warehouse with two tenancies on Lot O within the Kemps Creek Industrial Estate.

1.2 Lot O Proposal Overview

The proposed development for Lot O seeks approval for the construction and operation of a single temperature-controlled warehouse building with two tenancies, including: Warehouse gross floor area of 13,610m²; comprising:

- Two, dual storey offices with a combined floor space of 1,007m² (including dock office consisting of 64m²);
- A total of 72 vehicle parking spaces;
- A total of 20 loading/unloading docks;
- Central shared hardstand area to facilitate heavy vehicle loading/unloading;
- Hours of operation, including 24/7 use;
- Consent for installation of signage; and
- Landscaped embellishments and augmentation of services as required.

The site is zoned IN1 General Industrial under the Chapter 2 of the State Environmental Planning Policy (Industry and Employment) 2021 (I&E SEPP). Industries (other than offensive or hazardous industries) are permitted with development consent within land zoned IN1. Development for the purpose of a warehouse or distribution centre is defined as a type of 'general industry' and therefore falls within the permissible development of 'industries'.

The vision for Lot O, and other lots within the Kemps Creek Industrial Estate, is to create a world class facility for industrial businesses with an emphasis on design quality, sustainability, innovation and a complementary mix of estate occupants.

1.3 Background

In September 2020 a Social and Economic Impact Assessment (SEIA) Report was prepared by Colliers Urban Planning that accompanied the Environmental Impact Statement (EIS) for the Concept Masterplan and Stage 1 Development Application (SSD-10479) comprising estate-wide earthworks, infrastructure and services, construction fit-out and operation of a Stage 1 warehouse building. Following public exhibition of the Project, changes were undertaken in response to issues raised during public exhibition and an amended SEIA was prepared in September 2021.

In May 2023 the Concept Masterplan and Stage 1 Development Application was approved under SSD-10479. The Applicant is now proceeding in lodging Project-specific SSD applications for future warehousing on site.

As many estate-wide technical assessments and reports (including Social and Economic impacts) have been prepared under the Concept Masterplan and Stage 1 Development Application approval and have considered environmental impacts, a Project-Specific SEARs, rather than Industry-Specific SEARs was requested by the Scoping Report prepared by Colliers Urban Planning in December 2024.

1.4 Site Context

The 200 Aldington Road Industrial Estate is located within the Mamre Road Precinct (MRP) which forms part of the wider Western Sydney Employment Area (WSEA). It is located approximately 9km north-east of the future Western Sydney International (WSI) Airport due to open in 2026, 20km south-east of the Penrith CBD and 60km west of the Sydney CBD.

An aerial context map is provided in **Figure 1** below.

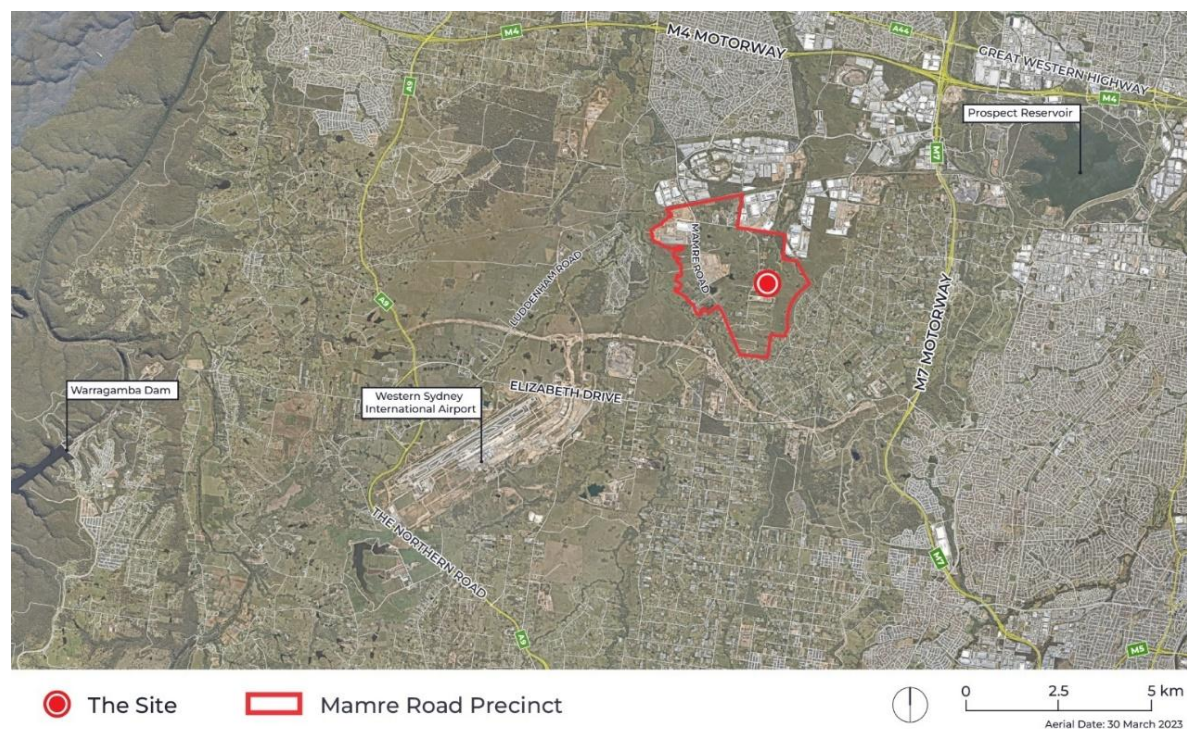


Figure 1 Aerial Context Map

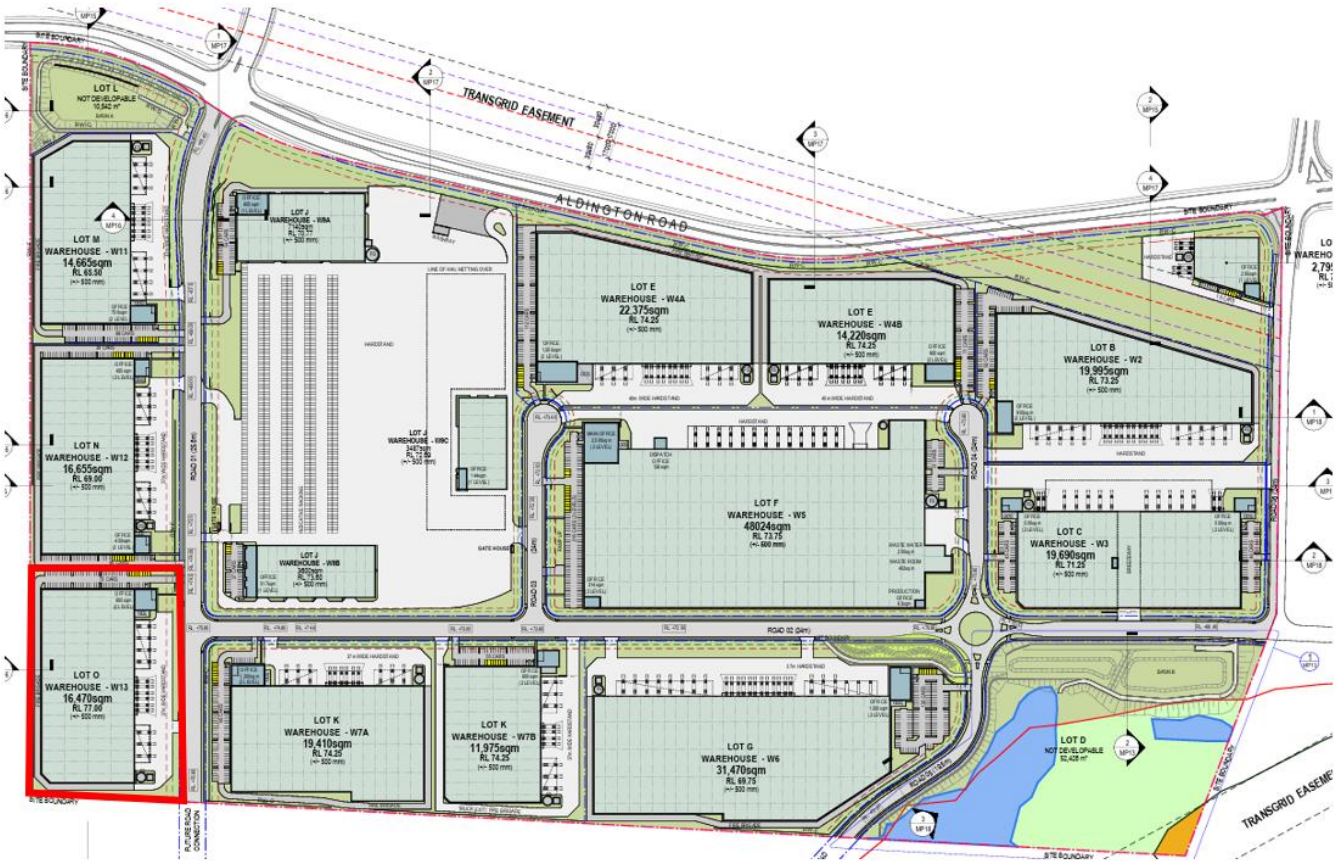
Source: Nearmap, Colliers Urban Planning

1.5 Proposed Lot O Development

The currently approved Lot O site plans are shown in Error! Reference source not found.. The development specifications are detailed in **Table 1** below.

Table 1 Development Table
Comparison of Approved (Mod 5) and Proposed Modification to Concept Plan

Lot O under the Concept Plan (as modified under Mod 5)		Detailed SSD for Lot O (proposed)
Use	One warehouse building, hardstand and car parking.	One warehouse building with two tenancies with shared hardstand and carpark.
Car parking	75 spaces	72 spaces
GFA	17,270m ²	14,617m ²
Height	RL 77m	RL 93m (16m)
Landscaped area	4,346m ²	4,472m ²



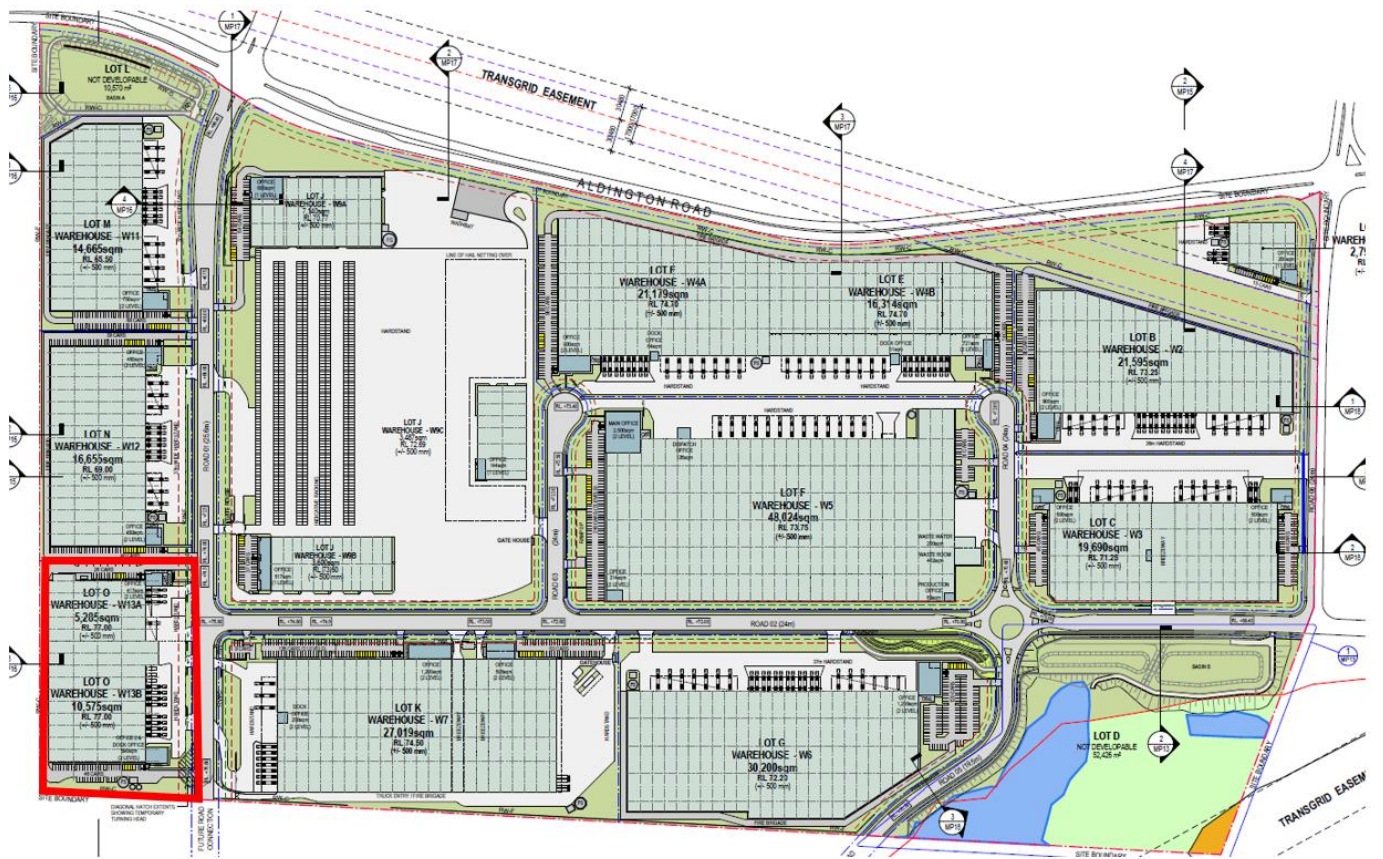


Figure 2 Comparison between approved (MOD 5) (above) and proposed Lot O layout (below)

Source: SBA Architects, Colliers Urban Planning

2.0 Review of Concept Proposal SEIA (2021)

A review of the Colliers Urban Planning SEIA (2021) has been undertaken and based on this review the necessary changes to comply with the Department's SIA Guidelines 2025 and/or to provide up to date data sources to inform this SIA Addendum are outlined below.

This includes:

- Revised policy review (**Section 5.0**) with updated and/or new policies
- Update to key community characteristics (**Section 6.3**) with latest ABS Census Data 2021
- Update to community engagement (**Section 7.2**) to reflect engagement undertaken in December 2025 for Lot O
- Review social impact assessment (**Section 7.0**) to inform relevant assessment of impacts for Lot O (Section 3.0 of this Addendum).

2.1 Revised policy review

The following section identifies the key social and economic drivers for this site, based on a review of the state and local policies and strategies relevant to the proposed development. A comprehensive policy review can be found at **Appendix A**.

Key policy drivers

- Increased supply of industrial and urban services land is required to support Greater Sydney's long-term freight, logistics and industrial needs.
- The proposed development will contribute to delivering the vision for the Western Sydney Employment Area.
- The site forms part of the Mamre Road Precinct, which is expected to contribute towards meeting current and future demand for industrial land supply. The amendments to the Industrial and Employment State Environmental Planning Policy (I&E SEPP) have rezoned the site to IN1 General Industrial, and the proposed development will assist in achieving the Mamre Road Precinct Structure Plan objectives which envisions 850 hectares of industrial land to support approximately 5,200 construction and 17,000 ongoing jobs, as well as the delivery of the Western Sydney Intermodal terminal.
- The proposed development aligns with the NSW Government's priority to secure and manage the supply of industrial land. This includes making planning policy amendments to increase flexibility on land zoned for industrial purposes.
- The proposed development supports state and local government priorities for increased job employment opportunities closer to where people live, contributing to the delivery of a "30-minute city".
- The Western Sydney Airport and the Western Sydney Aerotropolis will require industrial lands to support both airport and employment activities that serve the needs of Western Sydney.

2.2 Revised key community characteristics

For the purposes of this assessment, the area of social influence has been defined as the *Mamre Road Precinct*. This area will be referred to as the Primary Social Locality (PSL).

Key changes between 2016 and 2021 Census

- **The population has aged** – the median age grew from 59.7 in 2016 to 66 in 2021.

- **The median annual household income has dropped** from \$97,740 in 2016 to \$49,500 in 2021.
- **The share of lone person households has increased** from 5.2% in 2016 to 28.4% in 2021.

The following key demographic characteristics of the PSL have been benchmarked against Greater Sydney and are identified below:

Table 2 *Demographic profile*

Characteristics	Summary
Age structure	The Study Area is characterised by an older population. It has a median age of 66.0 years, well above the Greater Sydney average of 37.3 years. The largest age group are residents aged 70 years and over, who account for 40.0% of the Study Area population.
Median Income	The PSL has a low median annual household income. The median household income is \$49,500, significantly lower than the Greater Sydney median of \$108,750.
Household composition	Household composition in the PSL are families and lone persons Family households account for 64.9% of all housing types. This includes some 20.3% of all households occupied by couple families with children. There is a somewhat higher representation of couple households (31.1%) and single parent families (13.5%) compared to the Greater Sydney average. Almost one third of the PSL population live alone (28.4%) compared to Greater Sydney (23.3%).
Tenure Type	Dwellings within the PSL are predominately separate houses Most households (60.9%) are situated on large rural or semi-rural allotments. Most occupied private dwellings in the PSL are owned outright (61.3%), with a smaller share of dwellings (11.3%) that are rented. Notably, 22.6% of dwellings have an 'other tenure type' such as being occupied rent free.

Source: ABS, 2021

2.3 Community Engagement

2.3.1 Engagement Undertaken in 2025 for Lot O Development

Community engagement for Lot O development was undertaken by Fife Capital. A notification letter was distributed on 1 December 2025 to 13 neighbouring businesses and residents surrounding the site. This notification included major landholders, Frasers Property Industrial, Dexu and ESR. No substantial community feedback was received during the consultation period.

A lack of responses during the consultation period is likely due to a high level of community awareness of the 200 Aldington Road and successive periods of community engagement relating to the Concept Master Plan, ongoing modifications and detailed applications across the Estate.

A detailed list of notified stakeholders can be found in Consultation Register prepared by Fife Capital.

2.4 Review of Social Impacts assessed in 2021 for the Concept Proposal

Social impacts related to the Concept Proposal have been reviewed. The impacts which have been reassessed due to their material change as a result of the proposed development are as follows:

Social Factor	Impact Summary
Surroundings	Social impacts related to construction, including truck and traffic movements, construction noise, and cumulative impacts. The Lot O proposal will have specific amenity impacts related to its construction and operations; these impacts <u>will be re-assessed in</u> this addendum letter.

Impacts which have been identified by the Concept Proposal which will not change as a result of the Lot O development proposal are as follows:

Social Factor	Impact Summary
Access	This impact <u>will not be re-assessed</u> as the impact assessment determined that the development is unlikely to generate any significant demand for new social infrastructure or services, other than amenities that would be used by the local workforce during, before and after working hours. This will be met by the open space and amenities to be provided in the Estate as consistent with the Concept Approval.
Community	Social benefits related to the need for industrial land and new employment opportunities; and impacts related to potential community concerns from the change in character of the area from rural residential to industrial. This impact <u>will not be re-assessed</u> as the benefits and impacts relate to the broader benefit/impact of the Estate in entirety.
Culture	Impacts related to the change in character from the site from rural residential to industrial land use and how this might impact sense of place and connection to place. This impact <u>will not be re-assessed</u> as the Concept Approval is approved and the proposed development does not create any new impacts to Aboriginal and non-Aboriginal heritage.
Health and wellbeing	Social impacts related to change in environmental condition which have the potential to have health and wellbeing impacts. Construction activities on the site may create dust and lower air quality for nearby residents. There is also potential for the proposal to contribute to the urban heat island effect due to urban intensification on semi-rural land, affecting the long-term health and wellbeing of local residents and workers. This impact <u>will not be re-assessed</u> as the benefits and impacts relate to the broader benefit/impact of the Estate in entirety.

3.0 Assessment of social impacts related to Lot O

This section reassesses social impacts identified by the Concept Proposal SEIA (2021), which have been materially changed by the design and operational specifications of Lot O.

3.1 Surrounding

Potential impacts

- The proposal is expected generate 26 and 20 vehicle trips in the weekday AM and PM road network peak hours, respectively. This traffic generation represents a reduction to that previously assessed for the Concept Master Plan under MOD 5 SSD-10479. As such, the existing and committed road upgrades—particularly those delivered by LOG-E along the Aldington Road and Abbots Road corridors—remain sufficient to accommodate cumulative demand across the Estate up to 2026, with a notable buffer available for future development stages is supportable from a traffic perspective.
- Noise from the proposed development is predicted to comply with the Project Noise Trigger Levels at all existing receivers within the MRP. As well, noise from the development is predicted to comply with the Consent Noise Limits at the residential receivers near Medinah Avenue (Luddenham), Mount Vernon Road (Mount Vernon), Kerrs Road (Mount Vernon) and Capitol Hill Road (Mount Vernon).
- Noise levels at the BAPS Temple are predicted to comply with the Consent Noise Limit. However, the predicted noise levels are generally predicted to slightly increase compared to what was predicted for Modification 5 of the Concept Plan (ie Lot F, J and K) due to the inclusion of noise sources at Lot O. However, the predicted noise levels at the BAPS Temple have reduced compared to what was predicted for Modification 5 due to the Lot O buildings providing additional screening from other noise sources in the ARIE.
- To address these additional noise levels, feasible and reasonable mitigation measure have been provided to reduce the significance of the residual exceedance.
- The Construction Noise and Vibration Impact Statement concludes that impacts associated with Lot O are anticipated to comply with the management levels at the nearest sensitive receivers. As such, construction noise and vibration are anticipated to have minimal impacts on surrounding receivers.
- Operation noise levels are anticipated to generally comply with noise criteria at all surrounding receivers, despite operating on a 24/7 basis.

Response/mitigation measures

- Construction traffic will be managed through the following measures as outlined in the Construction Traffic Management Plan prepared by White Group.
- Noise impacts will be responded to by the measures outlined in Table 34 of the Noise Impact Assessment (SLR 2026), including measures associated with project planning and site layout, training, plant and equipment source mitigation, screening and monitoring.

Summary: Amenity

Assessment of significant and residual impact

Impacts to surroundings related to traffic are expected to be **Low (Very Unlikely, Minimal, Negative)**. The proposal is expected to decrease expected traffic movements associated with the site as opposed to the previous approval and will not create demand for road upgrades.

Impacts to surroundings related to views are expected to be **Low (Unlikely, Minor, Negative)**. Anticipated impacts can be effectively mitigated through the use of landscape buffers.

Impacts to surroundings related to noise is expected to be **Low (Likely, Moderate, Negative)** during construction, and **Low (Unlikely, Minor)** during operation. While some mitigations can be employed to reduce the overall impact, it is likely that noise from the development will still be perceivable for nearby residents during the day and night.

In respect to cumulative impacts, it is predicted that these will be **Medium (Possible, Moderate)** throughout construction and operation. This is due to the scale of industrial redevelopment occurring throughout the MRP and Western Parklands City region.

4.0 Mitigation and monitoring summary

Considering the impacts identified in **Section 3.0**, the following additional mitigation measures are recommended from a social perspective:

- Notification of potentially affected receivers during periods of disruptive construction works (i.e., when works are expected to exceed noise management levels). Affected receivers should be notified prior to commencement of disruptive works to allow them to make arrangements/prepare.
- Implementation of a *Complaints Management System* which enables nearby residents and businesses to contact the project team if any issues arise in relation to the project's impact on their daily lives/operations. Contact details should be publicly available online, as well as included in any communication material that is delivered to nearby receivers.

5.0 Closing

Most social impacts associated with Lot O are consistent with the social impacts identified in the Concept Proposal SEIA. Design and operational specifications for Lot O have resulted in minor changes to social impacts on the locality's surroundings already identified in the Concept Proposal SEIA as summarised below:

- The social impacts related to traffic have been assessed as having a lower impact than the previous approval (SSD-10479).
- Cumulative impacts will remain significant due to the immense level of change occurring within the Mamre Road Precinct as it transforms from a rural to industrial character.

Appendix A – Updated Policy Review

The following section identifies the key social and economic drivers for this site, based on a review of the key state and local policies and strategies. A summary of the key themes of this review is provided in **Section 2.1**. The following documents have been reviewed:

- Greater Sydney Regional Plan – Metropolis of Three Cities (Greater Sydney Commission 2018)
- Greener Places (NSW Government Architect 2020)
- Industrial Land Action Plan (NSW Government 2025)
- Local Strategic Planning Statement – Planning for a Brighter Future City (Penrith City Council 2020)
- Mamre Road Precinct Rezoning – Exhibition and Discussion Paper and Structure Plan (Department of Planning, Industry and Environment 2019)
- Penrith City Council Community Strategic Plan (Penrith City Council 2022)
- State Environmental Planning Policy (Industry and Environment) 2021
- Western Sydney Aerotropolis Precinct Plan (DPE 2023)
- Western City District Plan (Greater Sydney Commission 2018).

Policy theme	Key implications for impact assessment	Source
Increase supply of industrial land in Western Sydney	• It is a state and local priority for the increase provision of industrial, freight and logistic opportunities, as existing sites face residential rezoning pressures. • There is growing demand for industrial and warehousing space in the Western Parkland City, specifically with the development of the Western Sydney Airport and Badgerys Creek Airport. There is also growing demand for industrial service land supply in the Penrith LGA due to its close proximity to Sydney Airport and Badgerys Creek Aerotropolis. • To meet forecast demand for industrial land, NSW DPE has amended the <i>State Environmental Planning Policy (Industry and Employment) 2021</i> to rezone the Mamre Road Precinct primarily for industrial purposes. This will ensure land availability to support the growing demand and existing shortfall of available industrial land in Western Sydney. • Rezoning of the Mamre Road Precinct will supply additional industrial land for Western Sydney to meet projected demand. The rezoning will deliver industrial land that can be readily serviced and developed, integrated with the existing WSEA. The precinct will provide for jobs closer to people's homes and contribute to the NSW economy more broadly. • The NSW Department of Industry is leading the development of a world class aerospace and defence industry precinct adjacent to the Western Sydney airport. It will cluster defence and industry facilities with advanced technology hubs.	• Western City District Plan (GSC 2018) • Greater Sydney Regional Plan – Metropolis of Three Cities (GSC 2018) • Mamre Road Precinct Rezoning Exhibition Paper and Structure Plan (NSW DPIE 2019) • Mamre Road Precinct Finalisation Report (NSW DPIE, June 2020) • State Environmental Planning Policy (Industry and Employment 2021)
Proximity to the Western Sydney Airport and Badgerys Creek Aerotropolis driving	• There is an unprecedented opportunity for the Western City District to provide a national freight and logistics hub, as Western Sydney Airport and Badgerys Creek Aerotropolis will transform the Western Parkland City into a thriving, productive and sustainable area, with the Western Sydney Airport as the	• Western City District Plan (GSC 2018) • Greater Sydney Regional Plan – Metropolis of Three Cities (GSC 2018)

demand for freight and logistics	economic catalyst. This will drive increased population growth and emerging economic opportunities. • Western Sydney Airport and Badgerys Creek Aerotropolis will depend on the Penrith LGA to support airport and employment activities and service the need of the Western Parkland City. • Strategic plans have identified over 6,000 hectares for industrial activity which is proposed to support the Western Sydney Airport. • The proposed development's proximity to the Western Sydney Airport and Badgerys Creek Aerotropolis will catalyse increased job and logistics over the long term.	• Mamre Road Precinct Rezoning Exhibition Paper and Structure Plan (NSW DPIE 2019) • Penrith's Local Strategic Planning Statement – Planning for a Brighter Future City (Penrith City Council 2020)
Increase local jobs and employment opportunities to achieve the “30-minute city”	• It is a state and local priority to provide job diversity and growth to encourage local workforce skills. The proposed development will contribute to increased job opportunities in construction activities as well as ongoing operation jobs in transport, storage and warehousing related industries for local residents. • Penrith's community has expressed a desire to live and work within the LGA, and to have “diverse work opportunities close to home”. This “dramatically improves your feeling of being a part of and desire to support your local community” (Community Strategic Plan, pg. 22). • Over 60% of Penrith's residents travel to work outside of the local government area. As population growth increases at a faster rate than the number of jobs available in the region, the provision of local employment opportunities is demanded. • It is an objective of the Western Sydney Aerotropolis Precinct Plan to “facilitate quality and innovative development to provide for a variety of employment uses that grow and diversify the economy of the Western Parkland City”. • Supporting the Greater Sydney Commission's “30-minute city” aspiration, the site forms part of the South West Sydney Growth Corridor, in which the proposed development will support the provision of jobs within an active employment district that is located close to existing homes, and emerging activity centres.	• Penrith's Local Strategic Planning Statement – Planning for a Brighter Future City (Penrith City Council 2020) • Penrith City Council Community Strategic Plan (Penrith City Council 2022) • Western Sydney Aerotropolis Precinct Plan (DPE 2023)
Contribute to Sydney's ‘Green Grid’	• It is a vision of the Greener Places framework to “create a network of attractive, new, and upgraded environments, routes, and spaces” to help adapt and mitigate the effects of climate change”. • It is an objective of the Western Sydney Aerotropolis Precinct Plan to “design an urban environment that responds to climate extremes of Western Sydney mitigates and adapts to extreme heat”.	• Greener Places, NSW Government Architect (2020) • Western Sydney Aerotropolis Precinct Plan (DPE 2023)