

Scoping Report

Glenfield Industrial Precinct – Precinct 1

2 Cambridge Avenue, Glenfield

Submitted to the Department of Planning, Housing and Infrastructure
on behalf of J.C. & F.W. Kennett P/L



Prepared by Ethos Urban, A Colliers Company.

1 July 2025 | J.C. & F.W. Kennett P/L



'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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This document has been prepared by:  **This document has been reviewed by:** 

Reuben Jacobson | 1 July 2025 | Tim Ward | 1 July 2025

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1.0 Introduction

This Scoping Report has been prepared by Ethos Urban on behalf of J.C. & F.W. Kennett P/L (the Applicant) in support of the proposed development of warehouse and distribution centres located on land at 2 Cambridge Avenue, Glenfield. It seeks to inform the NSW Department of Planning, Housing and Infrastructure (DPHI) to enable the preparation of the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) that will accompany a State Significant Development Application (SSDA).

Development for the purposes of warehouse and distribution centres with an estimated development cost of more than \$50 million is declared in Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) 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). This report should be read in conjunction with the Indicative Site Plan prepared by Reid Campbell Architects (**Attachment A**).

1.1 Applicant Details

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

Table 1 Application Details

Applicant	J.C. & F.W. Kennett P/L
Address	PO Box 19, GLENFIELD NSW 2167
ABN	56 000 346 216

1.2 Objectives of the Development

The Applicant has identified the site as strategically significant, as demonstrated by the proposed rezoning which is currently under consideration by Liverpool City Council and Campbelltown City Council (refer to **Section 1.4**) and seeks to establish a high-quality industrial logistics estate located in close proximity to key freight transport corridors in Western Sydney.

The primary objective of the proposed development is to develop the first stage of a new industrial logistics estate (Precinct 1) on the site comprising a range of buildings to support a diverse mix of industrial, warehousing and urban services activities.

1.3 Site Overview

1.3.1 Site Information

The key site information is provided in **Table 2** below, with a detailed description of the key features of the site and surroundings provided in **Section 1.3.2**.

Table 2 Site Information

Item	Details
Street Address	2 Cambridge Avenue, GLENFIELD NSW 2167
Legal Description	Part Lot 11, Part Lot 12, Lot 13 and Part Lot 14 DP 1256895
Site Area	134,403 m ² (13.4403 hectares) (approx.)

1.3.2 Site Location and Context

The subject site is located at 2 Cambridge Avenue, Glenfield and is located approximately 3km from the Moorebank Intermodal Precinct, 7km to the south of Liverpool CBD, 30km south-east of the new Western Sydney International Airport and 37km south-west of the Sydney CBD. The site is strategically located between the junction of two (2) railway lines, with access to the Hume Highway, Westlink M7 and M5 South Western Motorway via Cambridge Avenue and Moorebank Avenue. The site is approximately 800m from the existing Glenfield Train Station.

The site's locational context is demonstrated in **Figure 1** below.

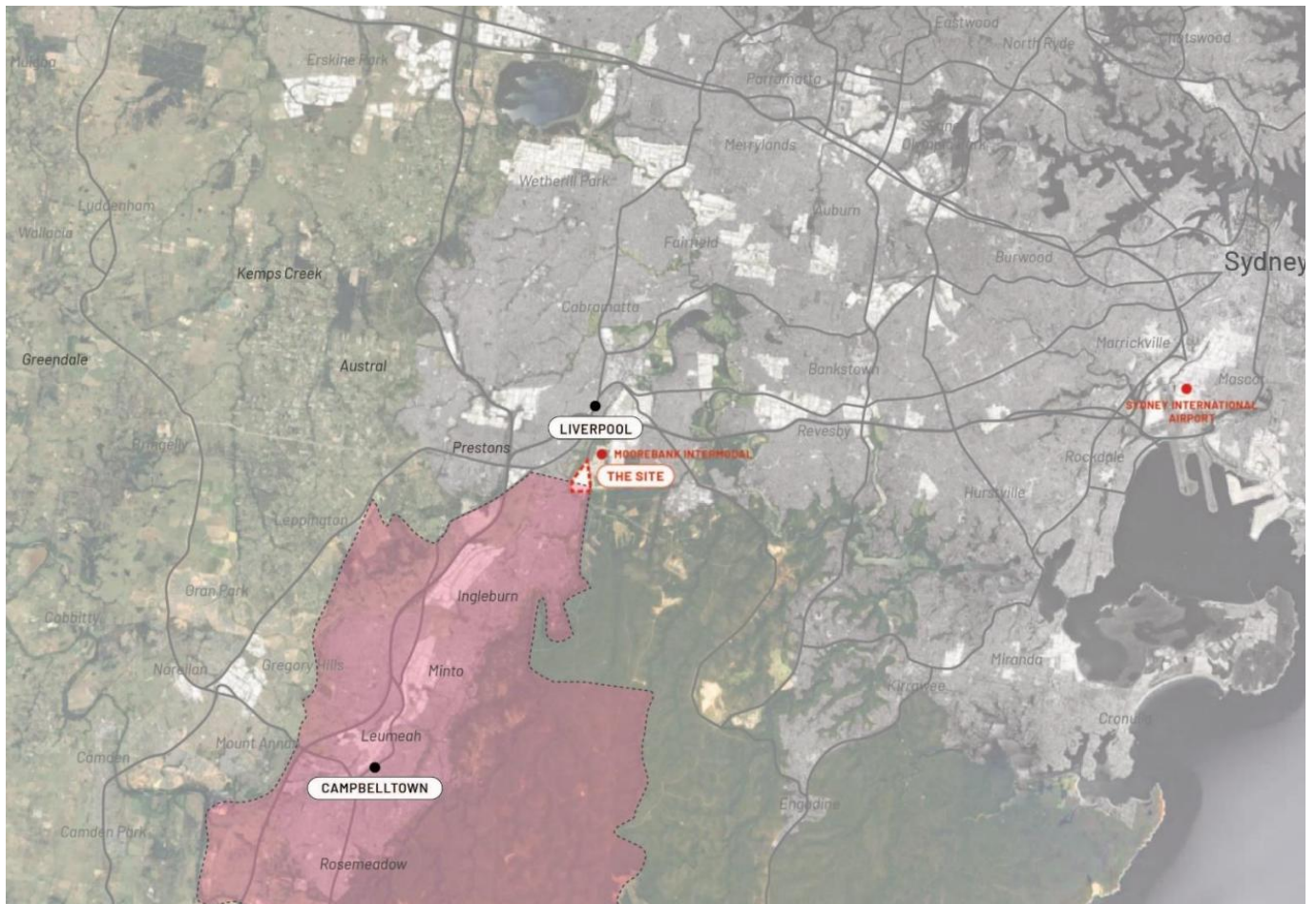


Figure 1 Locational Context

Source: Terroir, 2024

1.4 Background

1.4.1 Planning Proposals – PP-2024-2450 & PP-2024-2451

On 7 November 2025, Planning Proposals were lodged with Liverpool City Council (PP-2024-2450) and Campbelltown City Council (PP-2024-2451) on behalf of the Applicant to amend land at 2 Cambridge Avenue, Glenfield. The Planning Proposals seek amendments to the Liverpool Local Environmental Plan 2008 (LLEP 2008) and Campbelltown Local Environmental Plan 2015 (CLEP 2015) to facilitate the rezoning of the site to enable the creation of additional industrial land in close proximity to the Moorebank Intermodal Precinct, leveraging substantial local and regional infrastructure investments and offering new opportunities for foreshore activation along the Georges River.

The rezoning request proposes to change part of the broader site's land zoning from RE1 Public Recreation and RU2 Rural Landscape to E4 General Industrial, thereby unlocking its potential for industrial development. The rezoning is considered strategic due to the site's favourable position in South-West Sydney and its capability to serve a growing industrial market. Additionally, it addresses constraints posed by historical landfill activities and intersecting railway corridors, which have historically limited the site's usability as meaningful open space or recreation land.

The proposed masterplan submitted with the Planning Proposals is illustrated in **Figure 2** below, with the location of the proposed Precinct 1 SSDA area highlighted in red, the subject of this Scoping Report.

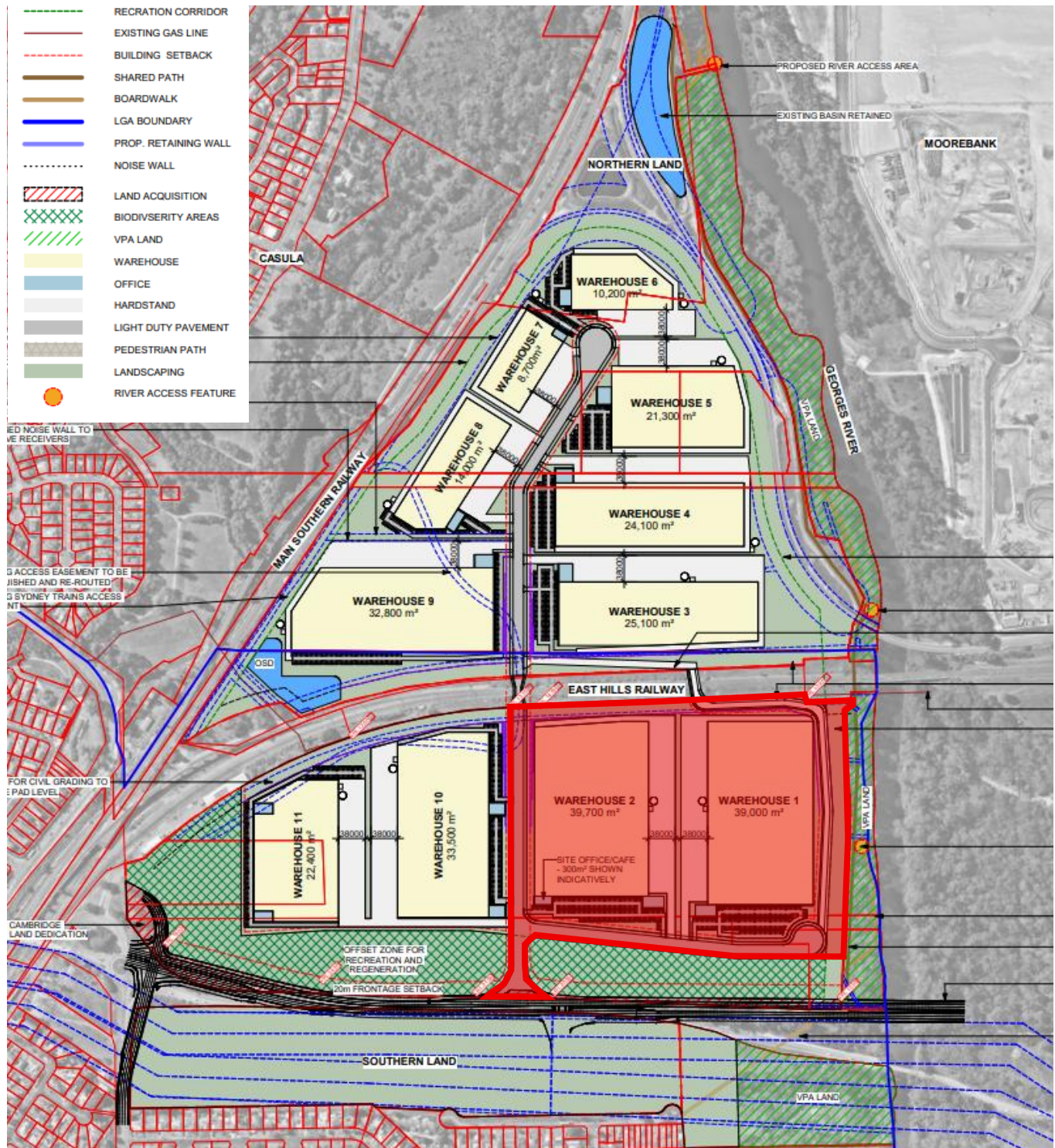


Figure 2 Indicative Masterplan (with Precinct 1 SSDA – Site Area)

Source: Reid Campbell Architects, 2024 (edited by Ethos Urban)

The Planning Proposals seek a balance of providing much-needed employment generating industrial-zoned land, while appropriately protecting biodiversity values and providing improved local access to recreational areas. The objectives of the Planning Proposal are to:

- Deliver an industrial logistics estate on a site that has been determined suitable for accommodating industrial uses in accordance with the rezoning of the site for industrial purposes;
- Contribute in-demand industrial floor space, supporting the release and protection of industrial zoned land and fulfilment of the current shortfall in industrial floorspace;
- Create a highly functional and efficient industrial logistics estate that meets current and future market requirements;
- Establish a highly connected industrial logistics estate in close proximity to key freight transport corridors and trade gateways including the M5 South Western Motorway and Moorebank Intermodal Precinct;
- Accommodate emerging opportunities in future warehousing and logistics practice through the creation of a 'next-gen' industrial workplace;
- Achieve a premium development with high sustainability targets and high-quality urban design and landscape outcomes that mitigate urban heat island effects;
- Promote the efficient use of strategically important land by enabling the highest and best use of the site;
- Contribute to the investments being made in Western Sydney supporting jobs creation in proximity to workers and broader economic growth in NSW;
- Support the delivery of infrastructure in Western Sydney through the delivery of necessary infrastructure to support the proposed development and future surrounding development.

Both Councils have accepted the Planning Proposals and have recently undertaken exhibition for preliminary public consultation.

The SSDA subject of this Scoping Report is consistent with the Planning Proposal, however we highlight that the land subject of the SSDA is already zoned E4 General Industrial, meaning the proposed development is already permissible.

1.4.2 Voluntary Planning Agreement

The Planning Proposals are supported by a Letter of Offer to enter into individual planning agreements with Liverpool City Council and Campbelltown City Council under Section 7.4 of the *Environmental Planning and Assessment Act 1979*.

The agreement outlines commitments to deliver infrastructure for activating and improving access to the Georges River riparian corridor, including shared paths, amenities, jetties, wharves, and boat storage facilities. Additional infrastructure will enhance biodiversity values and recreational amenities and access to areas designated for ecological protection and recreation.

A separate Letter of Offer has also been submitted to the Minister for Planning, addressing the dedication of additional land for the riparian corridor.

2.0 Strategic Context

This section identifies the key relevant strategic matters relating to the assessment and evaluation of the proposed development. It addresses the proposed development's alignment with the strategic context which will be explored in further detail as part of the EIS.

2.1 Project Justification

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

- *The Greater Sydney Region Plan – A Metropolis of Three Cities* prepared by the Greater Sydney Commission;
- *Our Greater Sydney 2056 – The Western City District Plan* prepared by the Greater Sydney Commission;
- *Future Transport 2056* prepared by TfNSW; and
- *Campbelltown Local Strategic Planning Statement 2040* prepared by Campbelltown City Council.

The proposed development is aligned with the strategic framework as it will support the creation of jobs through the delivery of a significant amount of employment floorspace in proximity to workers in Western Sydney. It will deliver industrial uses in accordance with the rezoning, supporting the release and protection of industrial zoned land and fulfilment of the current shortfall in industrial floorspace. It will also deliver industrial uses in close proximity to key freight transport corridors and trade gateways and deliver the necessary infrastructure to support the proposed development and future surrounding development.

A summary of the strategic plans that identify the strategic context of the development project are provided in **Table 3** below.

Table 3 Summary of Alignment with Key Strategic Plans

Strategic Plan / Strategy	Analysis
<p>Greater Sydney Region Plan – A Metropolis of Three Cities</p>	<p>The Greater Sydney Region Plan is the overarching strategic plan that seeks to shape future development for the Sydney metropolitan area until 2056. Under the Region Plan Sydney will comprise three cities, with the site being located within the Western Parkland City.</p> <p>The site's location near Liverpool, an identified metropolitan cluster, ensures its strategic role in facilitating industrial development and employment-generating uses. By delivering well-placed industrial floor space, the proposal supports the area's economic growth, fosters job creation, and aligns with the policy direction to strengthen Central Sydney as Australia's economic engine.</p> <p>The proposed development is consistent with the following objectives of the Region Plan:</p> <ul style="list-style-type: none"> • Objective 16 – Freight and logistics network is competitive and efficient <ul style="list-style-type: none"> - 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 proposed development will support the projected growth in transport and distribution activity principally by virtue of its location, which is poised to leverage the proximity to key freight transport corridors and trade gateways including the future WSI Airport. • Objective 23 – Industrial and urban services land is planned, retained, and managed <ul style="list-style-type: none"> - Objective 23 highlights the importance of retention, growth and enhancement of industrial and urban services land which should reflect the needs of the Greater Sydney Region. The proposed development will deliver an industrial estate on a site that has been determined suitable for accommodating industrial uses in accordance with the rezoning of the site for industrial purposes. <p>Given that the proposed development's primary function is to create industrial employment opportunities by virtue of delivering an industrial estate, it will contribute to underpinning the envisioned function of its locality to supporting Greater Sydney's broader strategic vision. In addition, it is consistent with the broader strategic vision as detailed in the Region Plan, namely by building infrastructure that will facilitate growth in employment, associated</p>

economic activity and generate employment-based uses that are complementary to the site context.

Our Greater Sydney 2056 – Western City District Plan

Our Greater Sydney 2056 – Western City District Plan (District Plan) supports the objectives of the Region Plan through detailed actions and priorities specific to each district with the site located within the Western City District.

The proposed development is consistent with the following objectives of the District Plan:

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

The proposed development will provide substantive warehousing floorspace to support freight and logistics opportunities in the Western City District providing for Greater Sydney.

Future Transport 2056

Future Transport 2056 establishes the 40-year vision, directions and principles for mobility in NSW, guiding transport investment over the longer term. It was first released in 2018 and emphasises the key role transport has in supporting new economic and social opportunities, particularly supporting the development of the Western City District, the Western Sydney Aerotropolis and surrounding employment lands.

The proposed development will support the initiatives to grow freight and logistics within the Western City District by providing a state-of-the-art industrial estate that delivers floor space in close proximity to key freight transport corridors and trade gateways, including the new Western Sydney International Airport and M5 South Western Motorway.

Campbelltown Local Strategic Planning Statement 2040

The *Campbelltown Local Strategic Planning Statement 2040* (LSPS) is the plan for the community's social, environmental and economic land use needs over the next 16 years. The proposal is consistent with the structure plan under the LSPS, being located within the Glenfield to Macarthur Urban Renewal Corridor. The proposal seeks to utilise the current E4 General Industrial zoned land, aiming to renew the site for high quality industrial purposes.

Specifically, the proposed development aligns with the following planning priorities:

- Planning Priority 1: Creating a great place to live, work, play and visit
- Planning Priority 5: Embracing our unique landscape setting
- Planning Priority 6: Respecting and protecting our natural assets
- Planning Priority 9: Building an internationally recognised local economy
- Planning Priority 11: Striving for increased local employment
- Planning Priority 12: Creating a smart, connected, productive city
- Planning Priority 14: Ensuring infrastructure aligns with growth.

As such, the proposed development aligns with the framework established by the LSPS, supporting the vision and planning priorities.

2.2 Key Features of the Site and Surroundings

The broader Planning Proposal site has a total land area of approximately 91.55 hectares and traverses two Local Government Areas (LGA) – the Liverpool LGA to the north and Campbelltown LGA to the south. This SSDA will form Precinct 1 of the proposed Glenfield Industrial Precinct and comprises a site area of approximately 13.44 hectares being part of broader Planning Proposal site.

To the north of the site is the East Hills Railway Line that travels in an east-west direction, which sits roughly on the boundary of the Liverpool and Campbelltown LGAs.

The west and south of the site contains another portion of the Planning Proposal site. Further west, the Main Southern Sydney Railway Line runs adjacent to the western boundary of the site. The Georges River and its riparian corridor runs adjacent to the eastern boundary of the site. Directly south of the site is another portion of the Planning Proposal site, which is bounded by Cambridge Avenue.

The SSDA site is limited to land in the south-east corner of the broader Planning Proposal site, on land historically used for waste management and already zoned E4 General Industrial.

An aerial image of the SSDA site and its immediate context is provided in **Figure 3**, and a summary of the key attributes and characteristics of the SSDA site are set out in **Table 4**.



Figure 3 Site Aerial Map

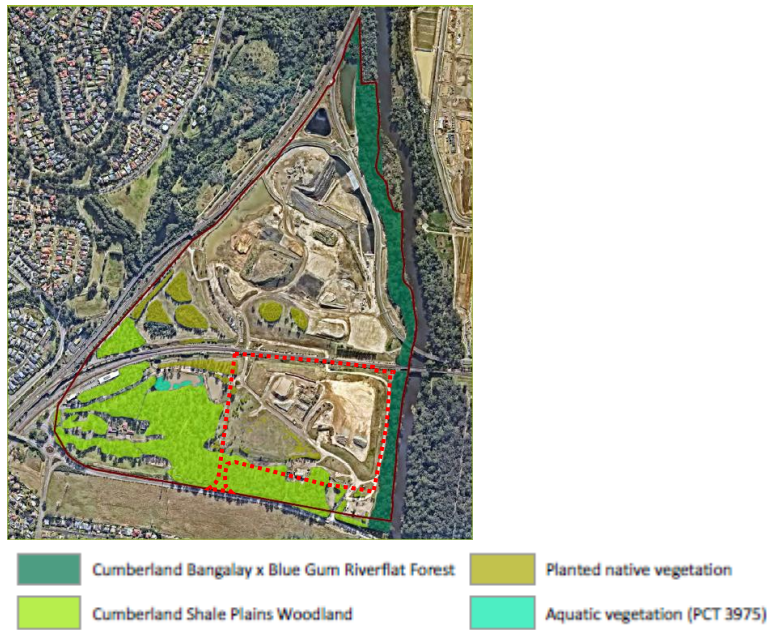
Source: Nearmap, 2025 (edited by Ethos Urban)

Table 4 Precinct 1 – SSDA Site Description and Constraints

Component	Description
Site Address	2 Cambridge Avenue, GLENFIELD NSW 2167
Legal Description	Part Lot 11, Part Lot 12, Lot 13 and Part Lot 14 DP 1256895
Zoning	E4 General Industrial
Site Area	134,403 m ² (13.4403 hectares) (approx.)
Existing Development	A waste facility is currently located on the site, receiving construction and demolition waste, which is subject to resource recovery activities. Recycling components are dispatched offsite for reuse or reprocessing, and residual waste streams are landfilled in active landfill cells located in the northern part of the broader Planning Proposal site, north of the East Hills Railway Line. No landfill activities are currently occurring on the SSDA site itself. Further details of historical landfill activities are described below.
Surrounding Development	<p>North: The northern boundary is adjacent to the T5 Train Line, which is a commuter rail line servicing various south-western Sydney suburbs.</p> <p>South: South of the site is vegetated land bound by Cambridge Avenue. Beyond Cambridge Avenue, the land currently serves as a corridor for high voltage electricity transmission lines. Further south of Cambridge Avenue are low-density residential areas and supporting neighbourhood services. The area benefits from close proximity to Glenfield Train Station, which is located south-west of the site.</p>

Component	Description
	<p>East: East of the site is the Georges River Riparian Corridor. Beyond the Georges River is the Moorebank Industrial Precinct, characterised by large-scale industrial subdivisions focused on manufacturing, automotive, warehousing and distribution uses, and includes the Moorebank Intermodal Terminal.</p> <p>West: Located directly west of the site is an existing residential dwelling, which is surrounded by extensive vegetation. Adjacent to this residential dwelling is the Glenfield Network Base, which borders the T2 and T5 Train Lines. West of the rail corridor is a low-density residential area.</p>
<p>Vehicle Access</p>	<p>The site is currently accessed via an entry road located on Cambridge Avenue near the south-east corner of the site. The road connects to an internal road network providing access within the waste servicing facility. The site also has access to the Planning Proposal site area located north of the site across the East Hills rail corridor via two underpasses beneath the railway corridor.</p> <p>Cambridge Avenue connects to Moorebank Avenue (to the east) and Campbelltown Road and Glenfield Road (to the west), which both provide access to the M5 South Western Motorway. The connection to Moorebank Avenue is across an existing bridge over the Georges River, which is load restricted to prevent crossing by B-Double vehicles (25/26m). B-Double vehicles are able to access the site between 9:00am and 3:00pm via Glenfield Road. Campbelltown Road is B-Double accessible without restrictions.</p> <p>TfNSW is currently planning for the upgrade of Cambridge Avenue. Whilst no design has been published, it is understood that the upgrade of Cambridge Avenue will include duplication of the road corridor, from a 2-lane road to a 4-lane road, with a new signalised intersection at the Canterbury Road / Cambridge Avenue intersection. The upgrade is also intended to include an extension of Cambridge Avenue to the west with a future connection directly to Campbelltown Road and a new interchange with the M5 South Western Motorway, and a new bridge to the east over the Georges River with improved connection to Moorebank Avenue. TfNSW have noted on their projects website they are in the final stages of preparing a concept design and Review of Environmental Factors (REF) under the Environmental Planning and Assessment Act 1979 (EP&A Act). The REF will be placed on public display in the third quarter of 2025 and the community will have the opportunity to provide feedback on the proposed design. Furthermore, TfNSW have not made any commitments in relation to timeframes for the delivery of the Cambridge Avenue upgrade and the associated road network improvements.</p>
<p>Vegetation</p>	<p>The broader Planning Proposal site contains approximately 14.0 hectares of Cumberland shale plains woodland (Plant Community Tye PCT 3320). The Cumberland shale plains woodland is predominantly located along the Cambridge Avenue frontage extending to larger stands in south-west corner of the Planning Proposal site.</p> <p>The SSDA site for Precinct 1 is located in the south-east corner of the Planning Proposal site and generally avoids the largest stands of native vegetation on the broader Planning Proposal site.</p> <p>The SSDA site for Precinct 1 site predominantly consists of grassland with occasional denser vegetation scattered throughout. Part of the site contains vegetation mapped on the Biodiversity Values Map. The SSDA site for Precinct 1 contains approximately 1.2 hectares of planted native vegetation and Cumberland shale plains woodland which is proposed to be removed, predominantly located around the new site access point onto Cambridge Avenue.</p> <p>Immediately to the east of the SSDA site is the Georges River riparian corridor which contains the Cumberland Bangalay x Blue Gum Riverflat Forest (PCT 3145).</p> <p>There is also a small patch of aquatic Southern Lower Floodplain Freshwater Wetland vegetation (PCT 3975) located within an existing dam located west of the SSDA site, within the broader Planning Proposal site. The location of vegetation communities is illustrated below:</p>

Component	Description
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European Heritage	The site does not contain a heritage item.
Bushfire	The site is mapped as containing the following bushfire categories: <ul style="list-style-type: none"> • Vegetation Category 3 bushfire prone vegetation. • Vegetation Buffer.
Topography	The site is relatively flat, comprising a gradual slope from south to north, however the landform has been extensively modified as a result of historical quarrying and landfilling activities.

2.3 Historical Use as a Waste Management Facility

Glenfield Waste Services has been operating across the broader Planning Proposal site for over 45 years. A non-putrescible solid waste disposal depot was originally approved by Campbelltown City Council on 12 June 1979 (No. B 3945) on the southern part of the broader site (including the SSDA site), known as the Southern Landfill Zone (SLZ). A waste facility was subsequently approved by Liverpool City Council in on 2 January 1991 (DA No. 329/90) on the northern part of the broader site, known as the Central Landfill Zone (CLZ) and Northern Landfill Zone (NLZ), with landfilling continuing in the NLZ to date.

The Southern Landfill Zone (SLZ) is a former shale quarry that was filled with non-putrescible waste between the late-1980s and the late-1990s. Waste has been placed directly over the cell floor, which was excavated into Minchinbury Sandstone following quarrying of the overlying shale. The extent of the SLZ is indicated in orange in **Figure 4**. The waste mass is heterogeneous, consisting of fibrous material similar to 'floc' from metal (car) recycling plants, plastic, paper, and mixed commercial waste. Only trace quantities of 'hard waste' (rock, concrete, and brick) and metal are encountered in the waste mass. Waste thickness ranges from 9.2 m to 17.2 m.

Leachate and gas management infrastructure in the SLZ consists of:

- Cover soil/capping layer consisting of compacted clay ranging in thickness from 0.2 m (localised) to 3.0 m with an average of 1.6 m;
- Single leachate riser located in the northeast corner of the SLZ;
- Clay applied to the Georges River alluvial batter on the eastern SLZ boundary;
- Earth embankment under the western portion of the EHRL.

The cover soil (cap) generally consists of well-compacted, dense clay with low permeability, which prevents the substantial ingress of water into the waste mass. SLZ waste is very dry, except for leachate encountered in the northern portion. As a result, most of the waste mass is preserved with no notable changes since the material was deposited. While closure of the SLZ has not been undertaken in line with current guidance of the NSW Environment Protection Authority (EPA), the application of a compacted cover soil layer (cap) has been effective

in excluding moisture and excluding infiltration, and are therefore effective in addressing current closure objectives.

The Environment Protection Licence for the Glenfield Waste Services landfill facility (EPL 4614) was amended in 2017 to remove the SLZ from the licences landfill site, and was further varied in 2024 to define the landfill area as shown in **Figure 5** below. Landfill-related activities on the SLZ under EPL 4614 are therefore limited to the site access road, gatehouse and weighbridge. A separate EPL was obtained in 2017 (EPL 20974) for the carrying out of resource recovery activities on part of the SLZ area. Current landfill access arrangements (under EPL 4614) and resource recovery activities (under EPL 20974) would need to be amended and associated infrastructure relocated to the north of the Planning Proposal site if the warehouse development subject of the current SSDA is progressed.

The long term management of the closed SLZ is subject of ongoing discussions with the EPA. Establishment of additional groundwater monitoring and sub-surface gas wells along the western and southern SLZ boundaries are likely to be required to detect leachate and landfill gas impacts on adjoining unfilled land.

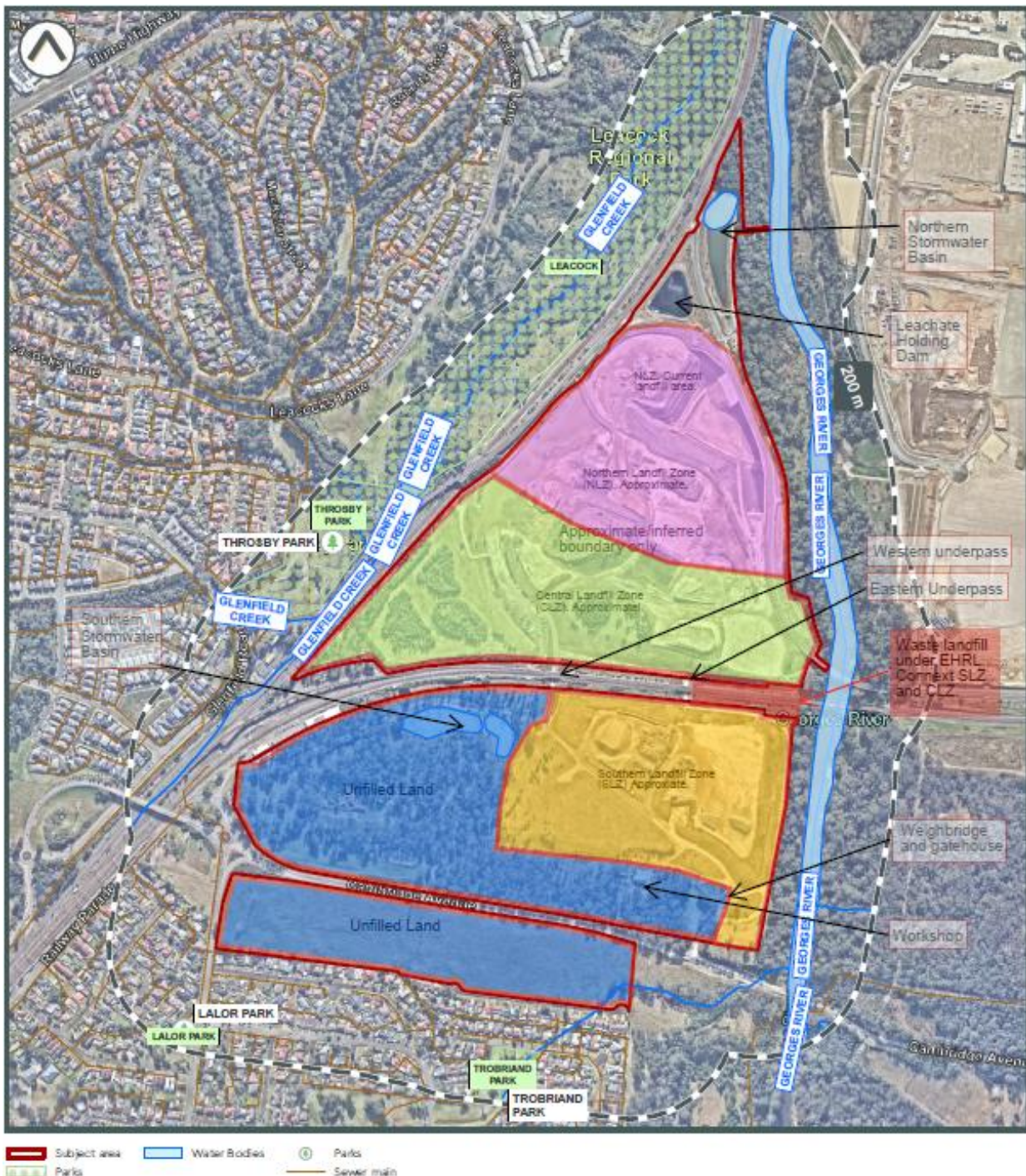


Figure 4 Glenfield Waste Services – Landfill Zones

Source: Edison Environmental and Engineering, 2025

EPL 4614 (Landfill) Area

EPL 20974 (Resource Recovery) Area

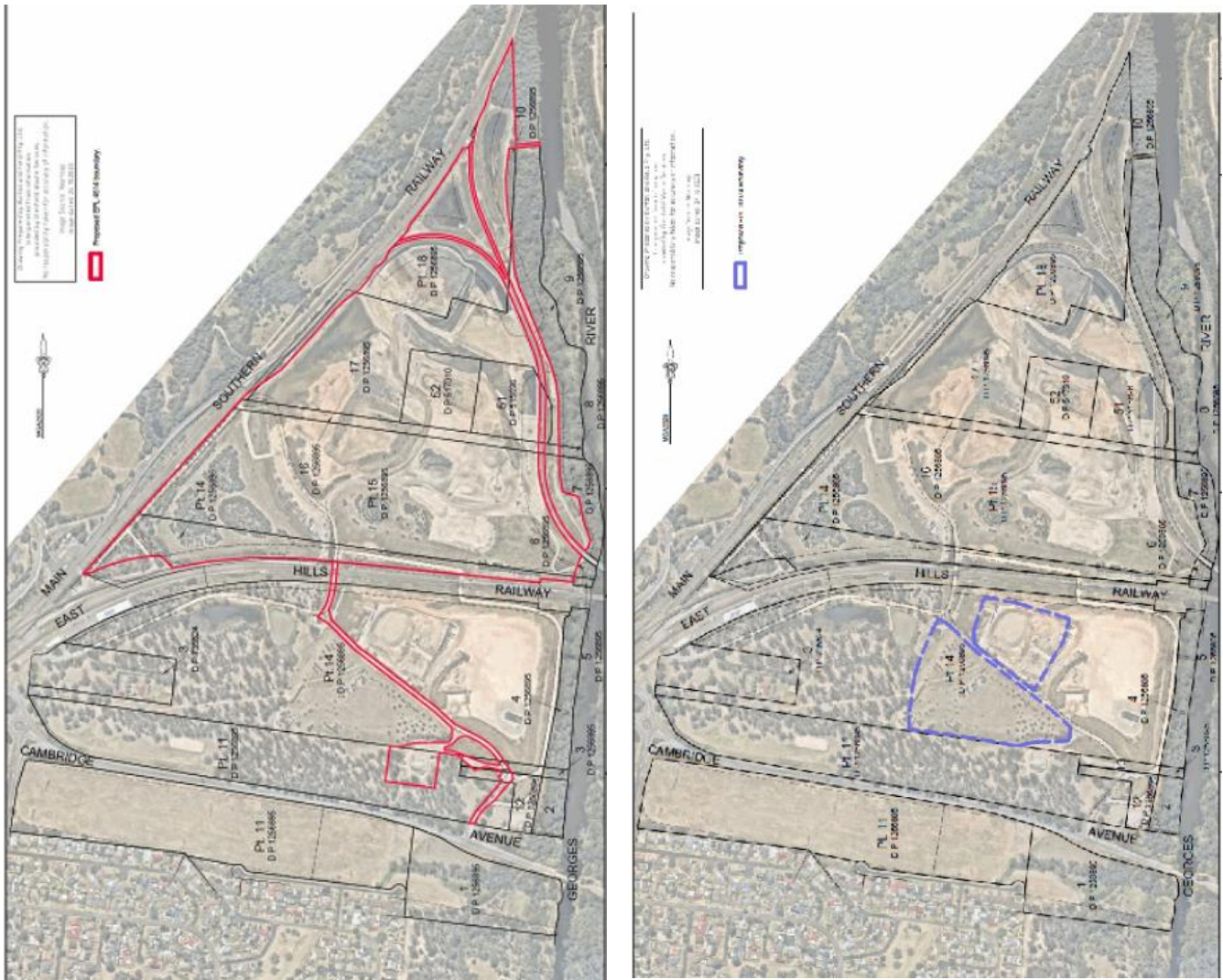


Figure 5 Glenfield Waste Services – Landfill EPL Areas

Source: NSW EPA, 2024

2.4 Cumulative Impacts

The site is not located near any major developments currently underway or planned in its immediate vicinity. The surrounding context is predominantly characterised by residential areas, landscaped spaces, and agricultural uses. However, approximately 500 metres to the north-east, the Moorebank Intermodal Precinct is under construction. This substantial industrial estate will include 850,000m² of large-format industrial warehouses dedicated to freight and logistics operations. The site is positioned directly across from the Georges River riparian corridor and extends northward towards the M5 South Western Motorway.

The SSDA will require the current landfill access arrangements (under EPL 4614) and resource recovery activities (under EPL 20974) to be amended and associated infrastructure relocated to the north of the Planning Proposal site if the warehouse development subject of the current SSDA is progressed.

3.0 Project Description

3.1 Overview

The Applicant is seeking development consent under 'Division 4.7 - State Significant Development' of the EP&A Act for the development of an industrial estate for *Warehouse or distribution centres, Food and drink premises and ancillary Office Premises* uses. The proposed development, known as Precinct 1 of the Glenfield Industrial Precinct, comprises site preparation works, infrastructure works, subdivision, construction and operation of warehouse industrial buildings including ancillary office space and a café, car parking, hardstand areas, landscaping and signage.

Specifically, the SSDA will seek consent for the following:

- Site preparation works, including demolition, clearing of existing vegetation, ground improvements, bulk earthworks and construction of retaining walls;
- Site infrastructure works, including stormwater management and site servicing infrastructure;
- Construction and operation of two (2) warehouse and distribution centres comprising:
 - Warehouse 1 located on the eastern portion of the site indicatively comprising a total GFA of 40,000m², including 39,000m² of warehouse GFA and 1,000m² of ancillary office GFA; and
 - Warehouse 2 located on the western portion of the site indicatively comprising a total GFA of 40,700m², including 39,700m² of warehouse GFA and 1,000m² of ancillary office GFA (plus 300m² of café GFA).
- Vehicle driveways to future Private Access Roads and connection to Cambridge Avenue;
- Hardstand areas to facilitate loading/unloading and vehicle manoeuvring;
- On-lot parking including an indicative total of 383 car parking spaces;
- Landscaping;
- Pylon and façade signage, including signage zones; and
- Hours of operation of 24 hours, 7 days a week.

This Scoping Report is supported by an Indicative Site Plan prepared by Reid Campbell Architects included at **Attachment A**, which an extract is provided in **Figure 7** (cross section) and **Figure 7** (site plan) below.

The proposed warehouses would be built on the Southern Landfill Zone (SLZ). As shown in **Figure 6**, no cutting into the landfill is proposed, and the finished floor level of the proposed warehouses would require minimal earthworks except in the western boundary where filling would be required to create a level building footprint. As described in **Section 2.3** above, the Southern Landfill Zone (SLZ) has been historically filled with non-putrescible waste materials and is therefore subject to significant settlement issues. Prior to the construction of warehouses, significant ground improvements will be required to achieve suitably resilient geotechnical conditions for the site. A range of possible ground improvement options are being investigated and the preferred option will be documented in the EIS.

The proposed location of the site access road has been informed by advice from the TfNSW in relation to the future upgrade of Cambridge Avenue. Whilst the future upgrade of Cambridge Avenue has not been subject of any design development or environmental assessments, it would be accompanied by a new bridge to the east over the Georges River that would be incompatible with the continued use of the existing site access location due to the need to install bridge structures in this location. The optimal design intent is therefore to align the new site access intersection with the western rail underpass immediately to the north as this would be the most efficient arrangement in terms of civil infrastructure. Alternative locations for the site access intersection can be considered in coordination with TfNSW during the preparation of the EIS.

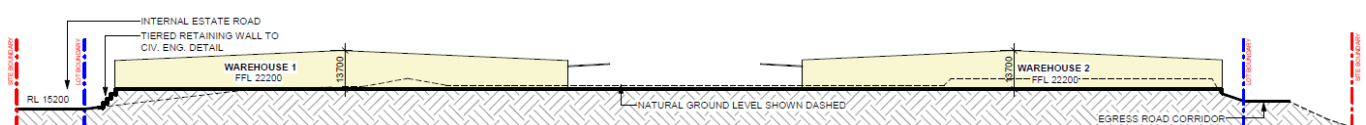


Figure 6 Indicative Site Cross Section

Source: Reid Campbell Architects, 2025

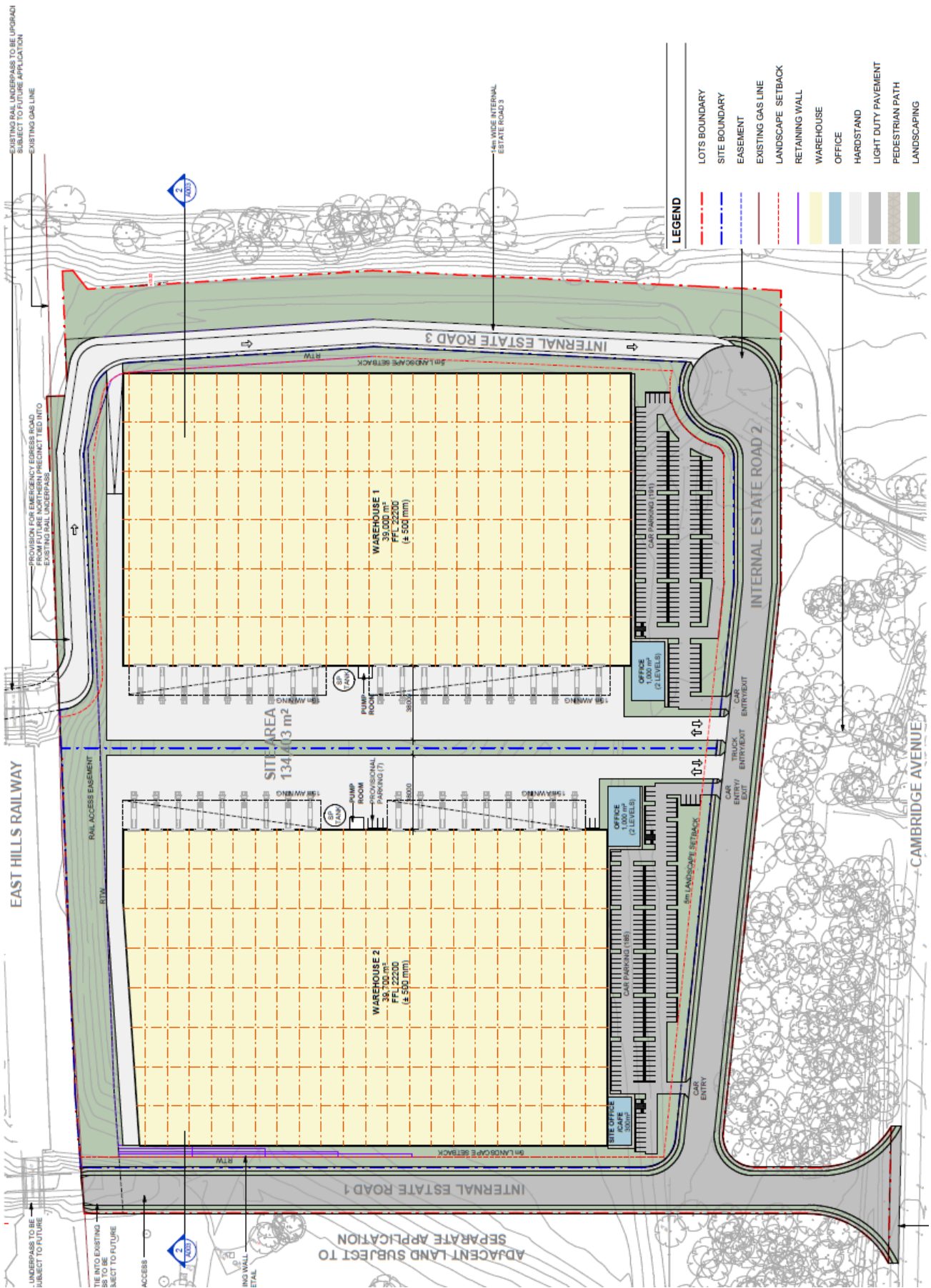


Figure 7 Indicative Site Plan

Source: Reid Campbell Architects, 2025

3.2 Project Details

An overview of the key components of the project are described in **Table 5** below. It is highlighted that an extensive vegetated buffer will be retained between the Precinct 1 SSSA site and Cambridge Avenue ensuring that visual amenity and biodiversity values are retained and enhanced.

Table 5 Project Details

Component	Description
Site Area	134,403 m ² (13.4403 hectares) (approx.)
Land Use	Warehouse or distribution centres, including ancillary Office premises uses and Food and drink premises use.
Total Building Area	81,000 m ²
Indicative Maximum Building Height	14.6 metres (not including rooftop plant and equipment)
Indicative Car Parking	383 car parking spaces
Total Road Footprint	29,025 m ²
Construction Hours	Standard construction hours, comprising: <ul style="list-style-type: none">Monday to Friday - 7:00am to 6:00pm;Saturday - 8:00am to 1:00pm; andNo work on Sundays or Public Holidays.
Operational Hours	24 hours per day, 7 days per week

3.3 Project Staging

This SSSA will form Precinct 1 of the Glenfield Industrial Precinct. The delivery of the project is in alignment with the Indicative Masterplan detailed in the Planning Proposal prepared by Reid Campbell Architects, refer to **Figure 2** Error! Reference source not found.. The remaining precincts will be determined during future development planning.

In the shorter term, the proposed development of Precinct 1 would require the current landfill access arrangements to be amended, including the relocation of the site access, gatehouse and weighbridge. It is anticipated that the proposed new access road off Cambridge Avenue would also serve as the future access road for the Northern Landfill Zone (NLZ) whilst it remains operational. The gatehouse and weighbridge would be relocated to a position north of the East Hills Railway Line. Similarly, the resource recovery activities currently being carried out on the SSSA site would need to be relocated to a position north of the East Hills Railway Line. Both of these changes would require variation of the respective Environment Protection Licences (EPL 4614 and EPL 20974).

3.4 Estimated Development Cost

An indicative Estimated Development Cost (EDC) has been calculated by the Applicant. It is estimated that the cost of the Precinct 1 SSSA is approximately \$130 million, broken down as follows:

- Warehouse 1:** Approximately \$65 million (being \$45 million for building and materials costs and \$20 million for associated site preparation works and infrastructure).
- Warehouse 2:** Approximately \$65 million (being \$45 million for building and materials costs and \$20 million for associated site preparation works and infrastructure).

3.5 Overview of Alternatives

The development of the project is driven by the focus to provide the most appropriate design response to the environmental opportunities and constraints of the site. An overview of alternatives considered is provided in **Table 6** below.

Table 6 Overview of Alternatives

Alternative	Consideration
'Do Nothing'	Retaining the current usage of the site as a waste facility would represent a significant missed opportunity, inconsistent with the site's envisioned redevelopment in accordance with the current E4 General Industrial land zoning and under the Planning Proposals. This inaction would undermine the orderly development of industrial land and fail to generate the employment opportunities critical for the Western Parkland City. Additionally, the existing land use depends on ongoing landfill capacity in the northern part of the Planning Proposal area; however, this landfill capacity is diminishing. Retaining a waste management facility at this site would be inconsistent with surrounding development trends, such as the Moorebank Intermodal Precinct to the east, which illustrates the regional transition towards industrial and logistics uses.
Alternative Use	Utilising the site for an alternate purpose outside of industrial uses would not align with the E4 General Industrial land zoning or the objectives outlined in the Planning Proposals. Non-industrial uses would contradict the desired outcomes, including employment generation and strategic alignment with regional industrial land demand.
Alternative Designs	<p>The design of the Glenfield Industrial Precinct has undergone extensive refinement to reach the current proposal submitted as part of this SSDA. As outlined in the Planning Proposals, the design has evolved significantly, transitioning from an indicative concept to a well-considered and thoroughly developed estate. This progression reflects multiple rounds of design iteration, ensuring the proposal aligns with strategic objectives and site-specific considerations.</p> <p><u>Vegetation</u></p> <p>In particular the site layout and design has been informed by a broader strategy established as part of the Planning Proposal to secure a significant vegetated biodiversity corridor along the frontage between the warehouse precinct and Cambridge Avenue.</p> <p><u>Site Access Road</u></p> <p>The current site access road intersection is located where Cambridge Avenue descends towards the bridge over the Georges River, and is significantly lower than the level of the site. The existing site access road is therefore subject to unacceptable grades for heavy vehicles as they enter and exit Cambridge Avenue. This intersection is also at capacity and would require substantial upgrades. The proposed location of the site access road has been informed by advice from the TfNSW in relation to the future upgrade of Cambridge Avenue. Whilst the future upgrade of Cambridge Avenue has not been subject of any design development or environmental assessments, it would be accompanied by an upgraded bridge over the Georges River that would be incompatible with the continued use of the existing site access location due to the need to install bridge structures in this location. The optimal design intent is therefore to align the new site access intersection with the western rail underpass immediately to the north as this would be the most efficient arrangement in terms of civil infrastructure. Alternative locations for the site access intersection can be considered in coordination with TfNSW during the preparation of the EIS.</p>

Given the aforementioned factors and unique opportunities offered by the site, the use of the site as part of an industrial logistics estate (the chosen option), as described in **Section 3.0**, represents the highest and best use of the site, consistent with the desired future character of the area.

Consequently, the proposed site layout provides an optimal outcome for the site, offering an appropriate and practical redevelopment scenario that meets the objectives of the project as set out in **Section 1.2**, while effectively mitigating adverse impacts on the surrounding environment and sensitive receivers. It aligns with the strategic outcomes envisioned for the subject site, maximises the potential for employment-generating floorspace under the proposed controls, and ensures a high standard of amenity is maintained.

4.0 Statutory Context

4.1 Commonwealth Legislation

The *Environmental Protection and Biodiversity Act 1999 Act* (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 Commonwealth Department of the Climate Change, Energy, Environment and Water (DCCEEW) 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 for SSD when assessing a controlled action under the EPBC Act.

The proposed Precinct 1 development will involve clearing of vegetation identified as Cumberland shale plains woodland under the NSW *Biodiversity Conservation Act 2016*, which aligns with the critically endangered Threatened Ecological Community listed as Cumberland Plain Shale Woodlands and Shale-Gravel Transition Forest under the EPBC Act. As this Threatened Ecological Community is a Matter of National Environmental Significance, a referral to the Commonwealth will be made in due course, and any impacts to the community are likely to be declared as a 'controlled action'.

4.2 NSW Legislation

A summary of the relevant NSW statutory requirements for the project are identified in **Table 7** below.

Table 7 Statutory Context

Matter	Consideration
Power to Grant Consent	<p>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:</p> <p><i>“A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.”</i></p> <p>Section 2.6 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> (Planning Systems SEPP) provides that development specified in Schedule 1 or 2 is declared SSD. Schedule 1, Section 12 of the Planning Systems SEPP states:</p> <p><i>“1. Development that has a capital investment value of more than the relevant amount for the purpose of warehouses or distribution centres (including container storage facilities) at one location and related to the same operation.</i></p> <p><i>2. This section does not apply to development for the purposes of warehouses or distribution centres to which section 18 or 19 applies.</i></p> <p><i>3. In this section—</i></p> <p><i>relevant amount means—</i></p> <p><i>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</i></p> <p><i>b) for any other development—\$50 million.”</i></p> <p>The proposed development includes development for the purposes of a <i>Warehouse or distribution centre</i> at one location and related to the same operation with an estimated development cost greater than \$50 million (refer to Section 3.4 and is therefore declared SSD. It is highlighted that both warehouses independently exceed the \$50 million threshold.</p> <p>In accordance with Section 4.38(4) of the EP&A Act, if a single component of the proposed development is declared SSD, so are all other components of the proposed development.</p>
Permissibility	<p>The proposed development constitutes <i>Warehouse or distribution centres</i> with an ancillary <i>Office premises</i> use as defined under the Standard Instrument.</p> <p>The site is zoned E4 General Industrial under Section 2.1 of the <i>Campbelltown Local Environmental Plan 2015</i> (CLEP 2015).</p> <p><i>Warehouse or distribution centres</i> are permissible with consent under the E4 General Industrial land zone. The ancillary <i>Office premises</i> and <i>Café</i> use are also permissible with consent as they constitute an ancillary use to the primary proposed <i>Warehouse or distribution centres</i> use. It is also highlighted that <i>Take away food and drink premises</i> are also permissible in the E4 General Industrial land zone.</p>

Matter	Consideration	
Other Approvals	<p>Approvals not required for SSD, otherwise required</p> <ul style="list-style-type: none"> • Fisheries Management Act 1994 – No. • Heritage Act 1977 – No. • National Parks and Wildlife Act 1974 – Yes. It is likely that there are Aboriginal heritage items in undisturbed parts of the site. • Rural Fires Act 1997 – No. • Water Management Act 2000 – Yes. The proposal will include demolition and earthworks, which are the most eastern extent of the site is located approximately 40 metres from the bank of the Georges River. <p>Consistent Approvals</p> <ul style="list-style-type: none"> • An approval under Section 138 of the Roads Act 1993 is required for the construction of the roads that are included as part of the Proposal. Cambridge Avenue is a classified road, so the relevant roads authority is Transport for NSW. <p>EPBC Act Approval</p> <ul style="list-style-type: none"> • The Project is not likely to impact a matter of National Environmental Significance. Therefore, the Project is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies. 	
Pre-conditions to Exercise the Power to Grant Consent	<p>Biodiversity Conservation Act 2016</p>	<p>Section 7.14 of the <i>Biodiversity and Conservation Act 2016</i> (BC Act) requires the consent authority to take into consideration the likely impact of the proposed development on biodiversity values as assessed in the BDAR. The SSDA will be accompanied by a BDAR as required.</p>
Pre-conditions to Exercise the Power to Grant Consent	<p>State Environmental Planning Policy (Industry and Employment) 2021</p>	<p>Section 3.6 of the Industry and Employment SEPP 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"> • The signage is consistent with the objectives of the SEPP; and • The signage satisfies the assessment criteria specified in Schedule 5 of the SEPP. <p>The proposed development will include estate signage and signage zones that are described and assessed in accordance with Section 3.6 of the Industry and Employment SEPP.</p>
Pre-conditions to Exercise the Power to Grant Consent	<p>State Environmental Planning Policy (Resilience and Hazards) 2021</p>	<p>Section 4.6 of the Resilience and Hazards SEPP stipulates that a consent authority must not consent to the carrying out of development unless:</p> <ul style="list-style-type: none"> • It has considered whether the land is contaminated, and 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. • If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is suitable that the land will be remediated before the land is used for that purpose. <p>The site has historically been utilised as a part of a waste management facility; consequently, the proposal will incorporate the necessary remediation measures to ensure the site is suitable for the proposed uses. These measures will be assessed within the EIS.</p>
Pre-conditions to Exercise the Power to Grant Consent	<p>State Environmental Planning Policy (Transport and Infrastructure) 2021</p>	<p>Section 2.121 of the Transport and Infrastructure SEPP requires the consent authority to provide Transport for NSW with written notice of the development application for developments considered a 'traffic generating activity'. The proposed development is a 'traffic generating activity' as it is for a warehouse or distribution centre with a site area of more than 8,000 m².</p>
Pre-conditions to Exercise the Power to Grant Consent	<p>State Environmental Planning Policy (Sustainable Buildings) 2022</p>	<p>Section 3.2 of the Sustainable Buildings SEPP requires the consent authority to consider a range of sustainability and efficiency measures, and to ensure that the embodied emissions have been quantified. The SSDA will be accompanied by a NABERS Embodied Emissions Form. It is highlighted that the proposed development is not a 'large commercial development' so net-zero requirements and commitments to achieving a 5.5 Star NABERS Energy and 3 Star NABERS Water Ratings are not relevant.</p>
Mandatory Matters for Consideration	<p>Environmental Planning and Assessment Act 1979</p>	<p>Development in NSW is regulated pursuant to the EP&A Act, which sets out the procedures and objects for all development. Specifically, Section 1.3 of the EP&A Act sets out the objects of the Act and Section 4.15 (1) of the EP&A Act provides matters</p>

Matter	Consideration
	that must be considered by the consent authority in the assessment of the SSDA. The EIS will be prepared in accordance with the relevant provisions of the EP&A Act.
Environmental Planning and Assessment Regulation 2021	Part 8, Divisions 2 and 5 of the EP&A Regulation sets out procedures which relate to the preparation and submission of EISs. The EIS will be prepared in accordance with Clauses 190 and 192 of Division 5 which relate to the form and content of the EIS.
State Environmental Planning Policy (Sustainable Buildings) 2022	As above. The proposed development will demonstrate it minimises waste, water and energy usage as well as contribute to the usage of renewable energy and quantify the embodied emissions attributable to the development as part of the EIS.
State Environmental Planning Policy (Resilience and Hazards) 2021	The Resilience and Hazards SEPP applies to any proposals which fall under the policy's definition of 'potentially hazardous industry' or 'potentially offensive industry'. At this stage, it is not intended that any of the buildings at the site will provide for the storage of dangerous goods in excess of the thresholds established under the Department of Planning's guideline, 'Applying SEPP 33'.

5.0 Community Engagement

Engagement is proposed to be carried out through the preparation of the EIS prior to submission in accordance with the Undertaking Engagement Guidelines for State Significant Development (DPHI, 2024). The Applicant will engage with surrounding property owners, and may include the following activities:

- A Community Information Flyer and Invitation to meet Project Team;
- Management and co-ordination of an 1800 number and email address for enquiries; and
- Letterbox drop of appropriate community information package.

The Applicant will also engage with local Council, key government agencies and relevant organisations which are anticipated to include:

- Campbelltown City Council;
- Liverpool City Council;
- NSW Department of Planning, Housing and Infrastructure (DPHI);
- NSW Department of Climate Change, Energy, the Environment and Water (DCCEE), including:
 - Conservation Programs, Heritage and Regulation Group (CPHR);
 - Heritage NSW; and
 - Water Group;
- NSW Environment Protection Authority (EPA);
- Transport for NSW (TfNSW);
- NSW Department of Primary Industries (DPI);
- Sydney Water;
- Endeavour Energy;
- Fire and Rescue NSW;
- NSW Rural Fire Service;
- TransGrid; and
- APA Group.

It is highlighted that many of the agencies and stakeholders identified above have been engaged as part of the assessment of the Planning Proposals, which have also recently been placed on exhibition for preliminary public consultation by Campbelltown City Council and Liverpool City Council.

6.0 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.

6.1 Matters Requiring Further Assessment in the EIS

A comprehensive assessment of the relevant matters and impacts which will be addressed in detail within the EIS has been undertaken. It outlines the matters and impacts of particular concern to the community and other stakeholders. These matters have been informed by the preliminary assessment of impacts undertaken in the Planning Proposal and the subsequent results of the assessment.

Table 8 Matters Requiring Further Assessment in the EIS

Matter	Proposed Assessment
Built Form and Urban Design	<ul style="list-style-type: none"> • The SSDA will be accompanied by detailed architectural and site plans, including sections, elevations and details of materials. • The EIS will: <ul style="list-style-type: none"> - Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach. - Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality. - Demonstrate how the building design will deliver a high-quality development, including consideration of façade design, articulation, materials, finishes, colours, any signage and integration of services. - Assess how the development complies with the relevant accessibility requirements.
Visual Impact and Signage	<ul style="list-style-type: none"> • Whilst the proposed warehouses would be elevated, being located on top of the Southern Landfill Zone (SLZ) area, the retention of extensive existing vegetation along the Cambridge Avenue frontage would ensure significant visual screening. It is also highlighted that residential visual receivers are located south of the Transgrid high voltage transmission line easements, which would further mitigate any visual impacts. • The EIS will provide an assessment of the potential visual impacts of the proposed development on the amenity of the surrounding area and proposed mitigation measures. The Visual Impact Assessment will include: <ul style="list-style-type: none"> - Photomontages and rendered images of the proposed warehouses when viewed from public vantage points and other surrounding streetscapes adjacent to residential areas. - Details including but not limited to locations, dimensions, and contents of all signage proposed for the warehouses including any illuminated signage.
Traffic, Transport and Accessibility	<ul style="list-style-type: none"> • The EIS will provide a quantitative traffic impact assessment prepared in accordance with relevant Transport for NSW (TfNSW) and Austroads guidelines, that includes: <ul style="list-style-type: none"> - details of all daily and peak traffic volumes likely to be generated during all key stages of construction and operation, including a description of key access / haul routes, vehicle types and potential queuing impacts - An assessment of parking rates in accordance with the TFNSW guidelines. - An assessment of the predicted impacts of development traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts on existing performance levels of nearby intersections, using a calibrated SIDRA traffic model. - An assessment of the predicted impacts of development traffic against the surround planned road network upgrades including the Moorebank intermodal terminal road access, M5 South Western Motorway upgrade, and Cambridge Avenue upgrade project. - plans demonstrating how all vehicles awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network - details and plans of the proposed internal road network, loading docks, pedestrian and cycling facilities and on-site parking in accordance with the relevant Australian Standards.

Matter	Proposed Assessment
	<ul style="list-style-type: none"> - details of the largest vehicle anticipated to access and move within the site, including swept path diagrams depicting vehicles entering, exiting and manoeuvring throughout the site and at key intersections. • The EIS will provide consideration of construction traffic management including predicted construction vehicle, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.
Trees and Landscaping	<ul style="list-style-type: none"> • The EIS will provide a detailed site-wide landscape plan, that: <ul style="list-style-type: none"> - Identifies the number and location of trees to be removed and retained, and how opportunities to retain significant trees have been explored and/or informs the plan. - Details the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage (as a percentage of the site area). • The EIS will demonstrate how the proposed development will: <ul style="list-style-type: none"> - Contribute to long term landscape setting in respect of the site and streetscape. - Mitigate the urban heat island effect and ensure appropriate comfort levels on-site. - Contribute to the objective of increased urban tree canopy cover. - Maximise opportunities for green infrastructure, consistent with Greener Places and having regard to any bush fire risk.
Ecologically Sustainable Development (ESD)	<ul style="list-style-type: none"> • The EIS will: <ul style="list-style-type: none"> - Identify how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development. - Demonstrate how the development has been designed to address the provisions set out in in Chapter 3.2(1). - Provide a NABERS Embodied Emissions Material Form to quantify the amount of embodied emissions attributable to the development in accordance with section 35BA of the EP&A Regulation.
Contamination	<ul style="list-style-type: none"> • EIS will be accompanied by a site investigation to assess and quantify potential soil and groundwater contamination resulting from the site's historical waste management and landfill activities, in accordance with the Resilience and Hazards SEPP. • Additionally, the EIS will include a Remedial Action Plan (RAP) that will outline the necessary remediation measures to address contamination from past landfill uses, ensuring the site is made suitable for the proposed warehouse development.
Biodiversity	<ul style="list-style-type: none"> • The EIS will be accompanied by a Biodiversity Development Assessment Report (BDAR) that will assess the potential impacts of the proposed development on flora and fauna located on the site and include relevant mitigation measures if necessary – in accordance with the requirements of the <i>Biodiversity Conservation Act 2016</i>.
Cultural Heritage	<ul style="list-style-type: none"> • Investigations carried out for the Planning Proposal (PP-2024-2451) indicate that Aboriginal items are present along the southern boundary of the SSDA site area. Whilst preliminary designs are investigating ways to avoid impacts to these Aboriginal items, it is expected that either direct or indirect impacts to these items is possible. As such, an Aboriginal Cultural Heritage Assessment (ACHA) will be carried out as part of the EIS, in accordance with the Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW and the Aboriginal Cultural Heritage Consultation Requirements for Proponents. • The site does not contain any items of European cultural heritage. The works proposed are unlikely to impact the visual or heritage values of the nearby sites being Glenfield Farm (SHR #00025), Holsworthy Group (LEP #32), Cubbitch Barta National Estate Area (LEP#34) and the Liverpool Fire Station (LEP #57). This will be confirmed by way of a Heritage Impact Assessment as part of the EIS.
Air Quality	<ul style="list-style-type: none"> • An Air Quality Assessment in accordance with NSW Environment Protection Authority guidelines will accompany the EIS detailing any impacts caused by the construction of the development, particularly with regard to nearby sensitive receivers. • Mitigation and management measures to reduce the proposed development's impact to adverse air quality will also be identified where relevant. • No assessment of operational air quality is warranted as the proposed warehouse uses do not involve any activities that involve combustion or the handling of dust-generating materials.
Noise and Vibration	<ul style="list-style-type: none"> • 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 proposed

Matter	Proposed Assessment
	development, including with regard to traffic, both individually and within the context of existing development and potential future development. The assessment will have particular regard to surrounding land uses. Relevant noise mitigation and management measures to reduce noise and vibration will be detailed in the assessment.
Soil and Water	<ul style="list-style-type: none"> The EIS will assess potential impacts on soil resources including soil erosion, salinity and acid sulfate soils. The EIS will provide a Surface and Groundwater Impact Assessment that assesses potential impacts on the adjacent Georges River riparian corridor, including: <ul style="list-style-type: none"> A Stormwater Management Plan, with details of the onsite detention system and drainage infrastructure. A description of existing groundwater and surface water conditions. An assessment of potential surface and groundwater impacts in accordance with relevant water quality guidelines and the Department of Climate Change, Energy, the Environment and Water - Water Group (DCCEEW-Water) Groundwater Toolkit. Details of mitigation, management and monitoring activities. The EIS will include details for supplying potable water and disposal of wastewater including any agreements entered into with relevant authorities such as Sydney Water and Campbelltown City Council.
Flood Risk	<ul style="list-style-type: none"> The EIS will include a flood assessment demonstrating that the site is not flood affected, and that the proposed development will not influence upstream or downstream flood behaviour.
Waste Management	<ul style="list-style-type: none"> The EIS will include an assessment of waste management, outlining 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.
Social Impact	<ul style="list-style-type: none"> The EIS will include a social impact assessment in accordance with the Department's Social Impact Assessment Guideline.
Infrastructure Requirements and Utilities	<ul style="list-style-type: none"> The EIS will assess in detail the impact the proposed development 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.
Bushfire Risk	<ul style="list-style-type: none"> The EIS will include a bush fire assessment that details proposed bush fire protection measures and demonstrates compliance with Planning for Bush Fire Protection guideline.
Construction, Operation and Staging	<ul style="list-style-type: none"> Provide details of how construction and operation would be managed and any impacts mitigated.
Engagement	<ul style="list-style-type: none"> A community and stakeholder engagement strategy will be implemented and the EIS will be accompanied by a Consultation Outcomes Report, which will include: <ul style="list-style-type: none"> Details of how issues raised, and feedback provided during engagement activities have been considered and responded to in the development. Details of the proposed approach to future community and stakeholder engagement based on the results of consultation.

6.2 Matters Not Requiring Further Assessment in the EIS

This section outlines the matters that are not relevant, do not require further assessment and site-specific considerations are considered necessary in the EIS.

An assessment of the matters not requiring further assessment in the EIS is provided in **Table 9** below.

Table 9 Matters Not Requiring Further Assessment in the EIS

Matter	Assessment
Hazards and Risks	The proposed development does not seek to include the storage of dangerous goods or hazardous materials above the safe thresholds established under 'Applying SEPP 33 – Hazardous and Offensive Developments'. The EIS will include confirmation of this as is required for industrial developments under Chapter 3 of the Resilience and Hazards SEPP (formerly SEPP 33), however a Preliminary Hazard Analysis is not expected to be required.

7.0 Conclusion

This Scoping Report has been prepared by Ethos Urban in support of the proposed development of an industrial logistics estate at Glenfield Industrial Precinct, located at 2 Cambridge Avenue, Glenfield. It seeks to inform project-specific SEARs to enable the preparation of an EIS that will accompany a SSDA.

This Scoping Report has outlined preliminary information regarding the project including analysis of the site, a description of the proposed development, the relevant strategic and statutory context and planned stakeholder engagement.

It has also considered the proposed assessment of impacts within the EIS for the industrial logistics estate will enable the DPPI, with input from other government agencies, to prepare and issue project-specific SEARs for the project.