

Positively

PENRITH

Planning Proposal

Alspec Industrial Business Park

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Executive Summary

Purpose of the Planning Proposal

An amendment to Penrith Local Environmental Plan 2010 (PLEP 2010) is proposed to facilitate development of land, known as Alspec Industrial Business Park (AIBP) at 221-235 Luddenham Road, Orchard Hills. The Planning Proposal seeks to increase the Height of Building (HOB) control to a portion of the site from 24 metres to 40 metres to enable delivery of high-bay warehousing.

This amendment will enable progression of a concurrent State Significant Development Application (SSDA) for the construction and operation of a new storage and distribution warehouse, which includes a high bay warehouse component at the western portion of the building. The proposed amendment will enable progression of this SSDA by ensuring the building height is compliant with PLEP 2010.

The Department of Planning, Housing and Infrastructure's (DPHI) process for making or amending LEPs has several stages, which are outlined in Table 1. The preparation of a Planning Proposal is the second stage in the DPE's process for amending PLEP 2010.

Table 1: LEP Making Process

No.	Stage	Explanation
1	Pre-Lodgement	The proponent or Council undertakes early analysis of the development potential of the relevant land including key environmental or site constraints, reviews the strategic planning framework, obtains advice and consults with authorities and government agencies and identifies study requirements to underpin a Planning Proposal.
2	Planning Proposal	Where the Planning Proposal has been initiated by a proponent, Council reviews and assesses the Planning Proposal and decides whether to support and submit it to the DPE for a Gateway determination. Where the Planning Proposal has been initiated by Council, Council prepares the Planning Proposal and submits it to the DPE for a Gateway determination.
3	Gateway Determination	The DPE assesses the strategic and site-specific merit of the Planning Proposal and issues a Gateway determination specifying if the Planning Proposal should proceed and whether consultation with authorities and government agencies is required.

4	Post-Gateway	Council reviews the Gateway determination and actions any required conditions prior to public exhibition.
5	Public Exhibition and Assessment	Council places the Planning Proposal on public exhibition to enable consultation with the community, key authorities and government agencies (as required). Council considers the submissions received in response to the public exhibition and varies the Planning Proposal if required.
6	Finalisation	The local plan making authority (the Minister/DPE or Council) completes a final assessment of the Planning Proposal and works with Parliamentary Counsel to prepare the draft LEP amendment. Once finalised, the LEP is made and notified on the NSW legislation website, making it law.

Background

The Planning Proposal relates to 221-235 Luddenham Road, Orchard Hills, as shown in the table below:

Address	Legal Description	Area	Existing zoning
221-235 Luddenham Road, Orchard Hills, NSW, 2748	Lot 1 DP 1293805	104,959sqm	E4 General Industrial

Previous Planning Proposal

The site underwent a previous rezoning in May 2024 which rezoned part of the site from RU2 Rural Landscape to part E4 General Industrial and part C2 Environmental Conservation. The Planning Proposal also applied a maximum HOB control of 24 metres, a minimum lot size control of 1000sqm, and minimum lot density provisions. This rezoning established the framework under which the AIBP and subsequent DAs could be progressed. Since this time, several DAs have been prepared and lodged with Council, as well as one SSDA lodged with DPHI.

A Voluntary Planning Agreement (VPA) was prepared in support of the Planning Proposal. The VPA facilitates the delivery of new and upgraded roads, traffic management facilities for Luddenham Road and Patons Lane, and the dedication of land for the future widening of Luddenham Road. The VPA was executed 14 May 2024.

A new chapter, E18 Luddenham Road Industrial Park, was also introduced into Penrith Development Control Plan (DCP) 2014 to guide development outcomes for the AIBP.

Proposed State Significant Development Application

A SSDA (SSD-814314988) has been lodged which seeks approval for the construction and operation of a storage and distribution warehouse, which includes a high bay warehouse component.

The proposed development seeks to create a single storey warehouse, with a high bay component at the western portion of the site. The proposed low bay component is predominately 14.7 metres in height and the high bay warehouse component achieving a maximum height of 39 metres.

Currently, the high bay warehousing component does not comply with the HOB control under LEP 2010.

Part 1 – Objectives

The objective of this Planning Proposal is to amend LEP 2010 to:

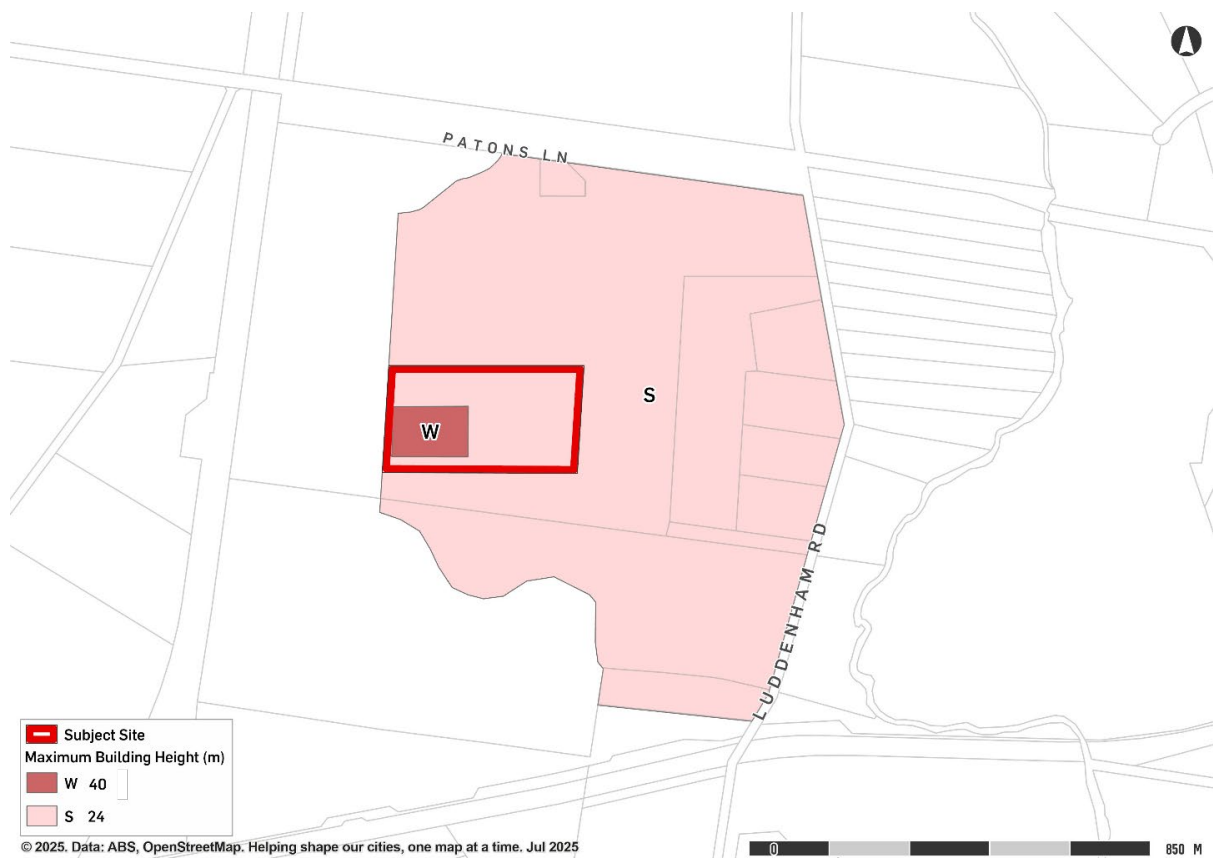
- Increase the HOB control to a portion of the site from 24 metres to 40 metres to enable the delivery of high bay warehousing development.
- Enable progression of a concurrent SSDA for a warehousing facility.
- Unlock economic opportunities for the area and establish the AIBP as an industrial and employment hub.

The Planning Proposal recommends an amendment to the LEP 2010 written instrument and map tiles.

Part 2 – Explanation of Provisions

It is proposed to amend Clause 4.3 and the associated HOB Map under LEP 2010 to increase the building height on a portion of the site from 24 metres to 40 metres. The proposed amendment is depicted in Figure 1.

Figure 1: Proposed HOB Map



Part 3 – Justification

This part of the Planning Proposal provides details on the need for the proposed amendment to LEP 2010, the relationship with the strategic planning framework, the impacts of the proposed amendment, and State and Commonwealth interests.

Section A – Need for the Planning Proposal

Q1. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

N/A

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A SSDA (SSD-814314988) has been lodged which seeks approval for the construction and operation of a storage and distribution warehouse, which includes a high bay warehouse component. Currently, the high-bay portion of the development exceeds the maximum HOB control of 24 metres in LEP 2010. The proposed amendment enables progression of this SSDA by ensuring the building height is compliance with LEP 2010.

Section B – Relationship to Strategic Planning Framework

Q3. Will the Planning Proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal will give effect to the objectives and actions of the applicable regional district planning strategies as detailed below:

- Greater Sydney Region Plan
- Western City District Plan

Greater Sydney Region Plan

In March 2018, the Greater Sydney Commission published the *Greater Sydney Region Plan – A Metropolis of Three Cities*. The Plan sets a 40-year vision (to 2056) of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The Plan also establishes a 20-year plan to manage growth and change for Greater Sydney in the context of

social, economic and environmental matters, and guide the delivery of infrastructure. It also informs district and local plans and the assessment of Planning Proposals.

- *Objective 1: Infrastructure supports the three cities*

The executed VPA associated with AIBP will provide new critical city-shaping infrastructure that will unlock new jobs opportunities close to home.

- *Objective 15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive*

The delivery of a high-quality warehouse and the establishment of the AIBP will grow investment, business and employment opportunities to existing and future residents of the LGA and broader Western Economic Corridor.

- *Objective 16: Freight and logistics network is competitive and efficient*

The proposed development aligns with the Region Plan as it will unlock critical industrial land to grow economic opportunities for the Region. This is through the creation of construction and operational jobs that will attract industries into the region and help contribute to the regional job targets.

- *Objective 20: Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City*

The proposed development will leverage from its proximity to Western Sydney International Airport and the Aerotropolis to deliver industrial employment land to support the economic growth for the Western Parkland City. The delivery of a high-quality warehouse under the SSDA planning pathway will grow investment, business opportunities and generate employment opportunities to existing and future residents of the city.

- *Objective 23: Industrial and urban services land is planned, retained and managed*

The proposed height of building amendment will maximise the freight and logistics operations of the subject site. The Planning Proposal does not include any amendments to the existing land use zoning and the proposed built form that will be assessed under the SSDA planning pathway will be able to support the transition of the area from rural land uses, into productive employment generating land uses.

Western City District Plan

In March 2018, the Greater Sydney Commission published the *Western City District Plan*. This is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It guides the implementation of the Greater Sydney Region Plan at a district level and provides the link between regional and local planning. The District Plan informs local strategic planning statements, like the Penrith LSPS, and local environmental plans, like Penrith LEP 2010. It also informs the assessment of Planning Proposals.

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

The proposal to increase the HOB to part of the site from 24 metres to 40 metres will allow for diverse forms of warehousing and distributions to occur on site whilst maximising the logistical and freight operations of employment lands across the LGA.

Q4. Is the Planning Proposal consistent with a council local strategic planning statement that has been endorsed by the Planning Secretary or Greater Cities Commission, or another endorsed local strategy or strategic plan?

Penrith Local Strategic Planning Statement

The Penrith Local Strategic Planning Statement (LSPS) sets out the 20-year vision for land use in the Penrith Local Government Area (LGA) taking into consideration the economic, social and environmental needs of the community. It recognises the special characteristics that contribute to Penrith's local identity and outlines how growth and change will be managed into the future.

The relevant Planning Priorities in the LSPS are:

- Planning Priority 1: Align development, growth and infrastructure

- Planning Priority 11: Support the planning of the Western Sydney Aerotropolis
- Planning Priority 12: Enhance and grow Penrith's Economic Triangle.

This Proposal is consistent with Planning Priority 1, 11 and 12 of the LSPS:

- **Planning Priority 1:** The AIBP will deliver an industrial precinct that will support freight and industrial activities to service the LGA and surrounding region. An existing Voluntary Planning Agreement (VPA) has been executed for the site which secures the delivery of new and upgraded road infrastructure.
- **Planning Priority 11:** The proposed development will offer industrial land uses in proximity to the Western Sydney Aerotropolis and will support the significant growth and change currently occurring.
- **Planning Priority 12:** The AIBP will contribute to the delivery of industries and job opportunities. Freight and logistics industries will be located in a prime location to leverage the economic opportunities growing within Penrith. The project will aid in creating future industrial lands which are critical to ensuring communities have access to jobs and services close to home.

Penrith Employment Lands Strategy

The Penrith Employment Lands Strategy supports the Planning Priorities established within the Penrith LSPS and seeks to provide clarity on the development of centres within the LGA and the location of housing, jobs and transport. Importantly, the Employment Lands Strategy seeks to realise Penrith's aspirations as a connected, healthy, innovative and balanced city.

The relevant Direction in Council's Employment Lands Strategy is:

- Direction 3 – Build on our strengths and facilitate new enterprises.

The AIBP will help deliver short- and medium-term job demands for the Penrith LGA and the broader Precinct. The proposal will facilitate greater flexibility in height limits applying to part of the site, thereby encouraging diverse industrial and employment activities within the precinct.

Q5. Is the Planning Proposal consistent with any other applicable State and regional studies and strategies?

The AIBP has been specifically identified for employment within the Greater Penrith to Eastern Creek (GPEC) investigation area. It fulfills the employment vision for this part of the investigation area.

Q6. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The NSW Government publishes State Environmental Planning Policies (SEPPs), which deal with matters of State or regional planning significance. The Planning Proposal is consistent with applicable SEPPs, as demonstrated in Table 1.

Table 1: State Environmental Planning Policies

SEPP	Applicable	Comment
SEPP (Precincts – Western Parkland City) 2021		
Chapter 2 State Significant Precincts	No	Nothing in the Planning Proposal will prevent the application of this SEPP.
Chapter 4 – Western Sydney Aerotropolis	No	Chapter 4 applies to land in the Penrith LGA mapped as the Western Sydney Aerotropolis (which is zoned under this SEPP). This Planning Proposal relates to amendments to the Penrith LEP 2010 only.
Chapter 5 – Penrith Lakes Scheme	No	Chapter 5 applies to land in the Penrith LGA mapped as the Penrith Lakes Scheme (which is zoned under this SEPP). This Planning Proposal relates to amendments to the Penrith LEP 2010 only.
Chapter 6 – St Marys	No	The proposed amendments do not affect land zoned under the SEPP Chapter 6 St Marys.
SEPP (Biodiversity and Conservation) 2021		

SEPP	Applicable	Comment
Chapter 2 – Vegetation in Non - Rural Areas	No	Nothing in the Planning Proposal will prevent the application of this SEPP.
Chapter 6 – Water Catchments	No	Nothing in the Planning Proposal will prevent the application of this SEPP.
Chapter 13 – Strategic Conservation Planning	Yes	<p>Consistent</p> <p>Part 13.5 of the Biodiversity Conservation SEPP provides development controls for Certified - Urban Capable Land under the CPCP. Development consent must not be granted to development on Certified - Urban Capable Land unless the consent authority has considered whether the development is consistent with the CPCP Mitigation Measures Guideline.</p> <p>The proposed mitigations measures to ensure compliance with the CPCP bio certification would be addressed under the SSDA planning pathway.</p>
SEPP (Primary Production) 2021		
Chapter 2 – Primary Production and Rural Development	No	Nothing in the Planning Proposal will prevent the application of this SEPP.
SEPP (Resilience and Hazards) 2021		
Chapter 2 – Coastal Management	N/A to LGA	
Chapter 3 – Hazardous and Offensive Development	N/A to LGA	

SEPP	Applicable	Comment
Chapter 4 – Remediation of Land	Yes	<p>Consistent</p> <p>Under the SEPP a consent authority must be 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.</p> <p>Under the bulk earthworks local DA (DA24/0294), all structures and buildings have been removed from the site. Any sources of contamination or potentially hazardous materials were identified, and the site has been made suitable from a contamination perspective for the proposed works.</p>
SEPP (Resources and Energy) 2021		
Chapter 2 – Mining, Petroleum Production and Extractive Industries	No	Nothing in the Planning Proposal will prevent the application of this SEPP.
Chapter 3 – Extractive Industries in Sydney Area	No	Nothing in the Planning Proposal will prevent the application of this SEPP.
<i>Note: other chapters do not apply to Penrith LGA or have been repealed.</i>		
SEPP (Sustainable Buildings) 2022		
Chapter 2 – Standards for Residential Development	No	Nothing in the Planning Proposal will prevent the application of this SEPP.
Chapter 3 – Standards for Non-residential Development	Yes	<p>Consistent</p> <p>The Sustainable Buildings SEPP guides the design and construction of new development to be more sustainable</p>

SEPP	Applicable	Comment
		and meet sustainable performance targets.
SEPP (Transport and Infrastructure) 2021		
Chapter 2 – Infrastructure	Yes	<p>Consistent</p> <p>The SSDA proposes warehousing development that contains a total building footprint of 44,593 sqm which means a referral to Transport for NSW would be required as the development is considered a traffic generating development under Clause 2.122 Traffic Generating Development of the Transport and Infrastructure SEPP 2021.</p> <p>However, the current Planning Proposal does not result in an increase to GFA and is not expected to generate additional environmental, traffic or parking impacts.</p>
Chapter 3 – Educational Establishments and Child Care Facilities	No	Nothing in the Planning Proposal will prevent the application of this SEPP.
Chapter 4 – Major Infrastructure Corridors	No	Nothing in the Planning Proposal will prevent the application of this SEPP.

Q7. Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 directions)?

The Minister for Planning issues Local Planning Directions that councils must follow when preparing Planning Proposals. The directions cover the following focus areas:

- Planning Systems;
- Planning Systems – Place-Based;
- Biodiversity and Conservation;
- Resilience and Hazards;

- Transport and Infrastructure;
- Housing;
- Industry and Employment;
- Resources and Energy; And
- Primary Production.

The Planning Proposal is consistent with all applicable Section 9.1 Local Planning Directions, as demonstrated in Table 2.

Table 2: Section 9.1 Ministerial Directions - Local Planning Directions

Direction	Applicable	Comment
Focus Area 1: Planning Systems		
1.1 Implementation of Region Plans	Yes	Consistent The proposal is consistent with the Greater Sydney Region Plan as it will attract employment associated with freight and logistics industries along the Western Economic Corridor.
1.2 Development of Aboriginal Land Council land	N/A	N/A
1.3 Approval and Referral Requirements	Yes	Consistent Council will consult the NSW Rural Fire Service on the Planning Proposal, which will provide the information to demonstrate compliance with the provisions of this Direction.
1.4 Site Specific Provisions	Yes	Consistent Clause 7.24 of LEP 2010 applies to the subject site. The Planning Proposal will not contravene anything within this clause or propose any amendments to the clause.
1.4A Exclusion of Development	Yes	Consistent The proposal aims to ensure that the proposed high bay portion of the proposed

Direction	Applicable	Comment
Standards from Variation		warehouse that is being assessed under the SSDA planning pathway is permissible. The amendment to the height of building demonstrates that a Clause 4.6 variation would not be required for the concurrent SSDA.
Focus Area 1: Planning Systems – Place-based		
1.10 Implementation of the Western Sydney Aerotropolis Plan	Yes	<p>Consistent</p> <p>The implementation of AIBP will drive economic growth and productivity by providing employment in the freight and logistics industries within 30 minutes of the WSI Airport as well as to residential development within the Greater Penrith area.</p> <p>The proposal does not contravene any standards within State Environmental Planning Policy (Precincts – Western Parkland City) 2021</p>
Focus Area 2: Design and Place (No Directions)		
Focus Area 3: Biodiversity and Conservation		
3.1 Conservation Zones	N/A	N/A
3.2 Heritage Conservation	Yes	<p>Consistent</p> <p>Heritage Conservation was addressed under PP-2022-1052 in demonstrating consistency with this Ministerial Direction.</p>
3.3 Sydney Drinking Water Catchments	N/A to LGA	
3.4 Application of C2 and C3 Zones and Environmental	N/A to LGA	

Direction	Applicable	Comment
Overlays in Far North Coast LEPs		
3.5 Recreation Vehicle Areas	N/A	<p>Not Applicable</p> <p>The proposal is for an amendment to the height of building for a concurrent SSDA for a warehousing and distributions development.</p>
3.6 Strategic Conservation Planning	Yes	<p>Consistent</p> <p>The proposal is not cited on land that is listed as “avoided land” for development under the State Environmental Planning Policy (Biodiversity and Conservation) 2021.</p>
3.7 Public Bushland	N/A	N/A
Note: all other directions do not apply to Penrith LGA		
Focus Area 4: Resilience and Hazards		
4.1 Flooding	Yes	<p>Consistent</p> <p>A Flooding Risk Letter has been prepared as part of the concurrent SSDA. The flood assessment confirms the proposed development’s compliance with flood-related planning controls and guidelines. As the development is flood free, incorporates flood risk measures and maintains safe, trafficable access and egress routes under regional flooding scenarios, the development creates negligible flood risk.</p>
4.2 Coastal Management	N/A to LGA	
4.3 Planning for Bushfire Protection	Yes	<p>Consistent</p> <p>A Bushfire Assessment has been prepared for the concurrent SSDA. It includes an assessment against the Planning for Bush Fire requirements, specifically the aims and objectives of the PBP and the four specific</p>

Direction	Applicable	Comment
		objectives for buildings Class 5-8. The objectives have been complied with through the implementation of the recommendations provided by Peterson Bushfire.
4.4 Remediation of Contaminated Land	Yes	Consistent A Final Validation Report was prepared for the concurrent SSDA. It demonstrates the identified contamination at the site has been satisfactorily remediated and considered suitable for the proposed development.
4.5 Acid Sulfate Soils	N/A	N/A
4.6 Mine Subsidence and Unstable Land	N/A	N/A
Focus Area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	Yes	Consistent The site is in close proximity to proposed regional transport infrastructure, including the first stage of the Sydney Metro Greater West from St Marys to the Western Sydney (Nancy-Bird Walton) International Airport, the M4 and M7 motorways and a proposed Western Sydney freight line.
5.2 Reserving Land for Public Purpose	N/A	N/A
5.3 Development Near regulated Airports and Defence Airfields	Yes	Consistent The Planning Proposal is located in close proximity to Western Sydney International Airport. The obstacle limitation surface for WSI for the subject site is 230.5 metres. The Planning Proposal seeks to increase the height of building from 24 metres to 40 metres, concluding that the amendment will not impact the operations to WSI.

Direction	Applicable	Comment
5.4 Shooting Ranges	N/A	N/A
5.5 High Pressure Dangerous Goods Pipeline	N/A	N/A
Focus Area 6: Housing		
6.1 Residential Zones	N/A	N/A
6.2 Caravan Parks and Manufactured Home Estates	N/A	N/A
Focus Area 7: Industry and Employment		
7.1 Business and Industrial Zones	Yes	Consistent The Planning Proposal does not seek any changes to zoning. The proposal only seeks an increase to building height to enable the construction of high bay warehousing, which is permitted in the E4 zone.
7.2 Reduction in non-hosted short-term rental accommodation period	N/A to LGA	
Focus Area 8: Resources and Energy		
8.1 Mining, petroleum Production and Extractive Industries	N/A	N/A
Focus Area 9: Primary Production		
9.1 Rural Zones	N/A	N/A
9.2 Rural Lands	N/A	N/A
Oyster Aquaculture	N/A	N/A

Section C – Environmental, Social and Economic Impacts

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

The Planning Proposal is not expected to adversely affect any critical habitat or threatened species, populations or ecological communities.

The proposal is cited within “Certified – urban capable land” under the State Environmental Planning Policy (Biodiversity and Conservation) 2021, resulting in the proposal to adequately address concerns about any impacts to critical habitats, ecological communities or threatened species.

The proposal seeks an increase to the HOB control applying to part of the site from 24 metres to 40 metres. It will not increase GFA or building footprint.

Q9. Are there any other likely environmental effects of the Planning Proposal and how are they proposed to be managed?

Built Form and Context

The proposed development has considered the arrangement of built form and space within its context. Height changes across the built form are designed to appropriately address the streetscape. Building heights are stepped so that the high-bay portion is to the rear of the site. This reduces the visual bulk and scale of the building to create a sympathetic massing when viewed from the primary frontage.

The proposed development will not create overshadowing impacts to the public domain or sensitive land uses given the industrial land uses of the site. Even with the inclusion of the high-bay component, the shadows generated by the building will only impact the adjacent hardstand and loading areas within the site.

Other built form and environmental impacts from the proposed storage and distribution warehouse are addressed as part of the concurrent SSDA.

Visual Impact Assessment

A Visual Impact Assessment has been submitted in support of the Planning Proposal. The assessment explores eight different viewpoint locations to illustrate how the proposed HOB increase would impact the surrounding vicinity. All viewpoint locations and images are provided at Appendix 3.

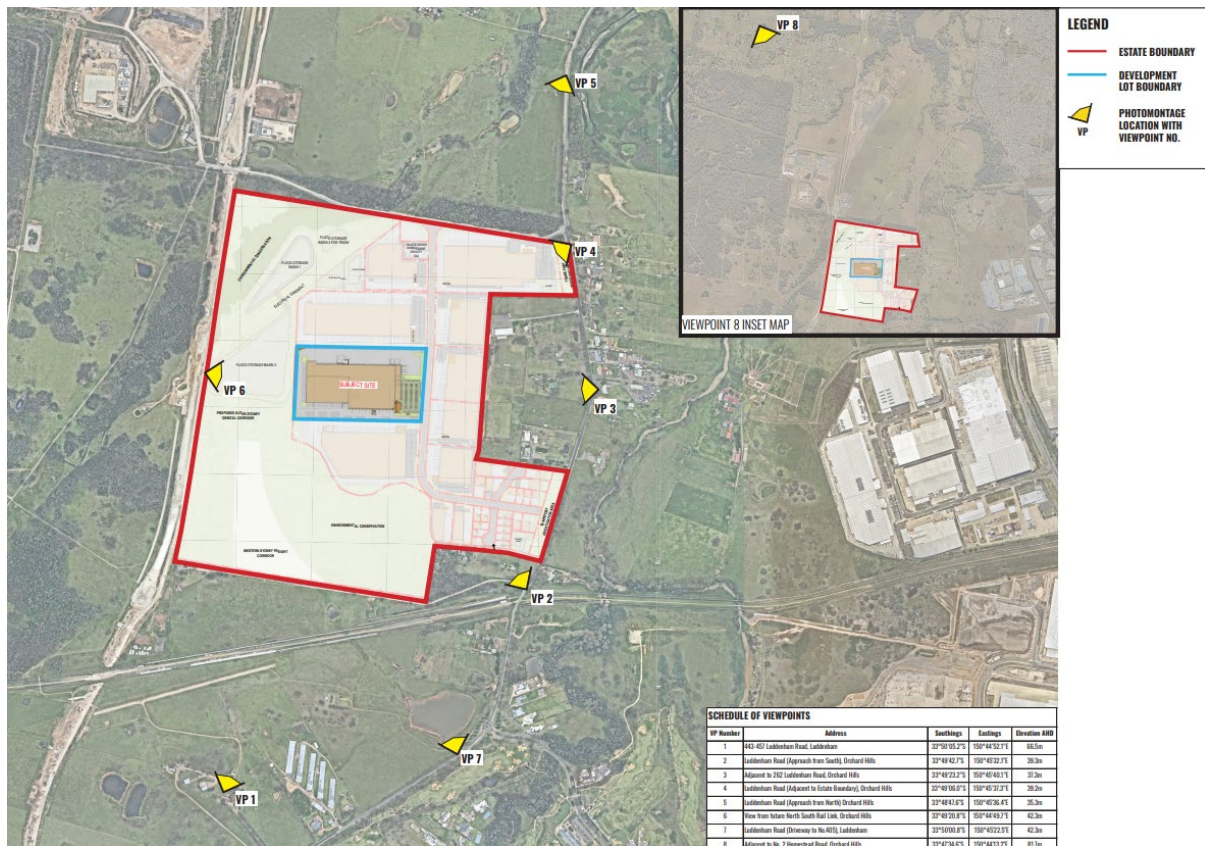


Figure 2: Viewpoint locations

Viewpoint 1 is within 1.3 kilometres of the subject site at 443-457 Luddenham Road, Luddenham and looks north towards the project from a rural landscape. The overall impact of the project from this viewpoint is moderate.

Viewpoint 2 is located within 625 metres from the subject site on Luddenham Road and the significance of the visual impact is none. The future development will essentially be hidden by vegetation from this viewpoint.

Viewpoint 3 is within 576 metres of the subject site and is located adjacent to 262 Luddenham Road, Orchard Hills and looks north west. The majority of the proposed building would be screened by existing vegetation within the private properties to the east of AIBP. The significance of the visual impact at this location is judged to be minor.

Viewpoint 4 is 628 metres from the subject site from Luddenham Road (Adjacent to SIBP), Orchard Hills and looks in a westward direction. The significance of the visual impact is moderate as the high-bay element would form as a new highly recognisable element within the view which would be recognised as an industrial development. The development of lot 1 within the AIBP will screen the subject site from

this viewpoint and would effectively reduce the visual impact due to the HOB increase.

Viewpoint 5 is approximately 1.5 kilometres from the subject site at Luddenham Road (Approach from North), Orchard Hills and looks in a southward direction. The significance of this viewpoint is minor/negligible as surrounding future development of the AIBP will occur behind the existing tree line.

Viewpoint 6 is approximately 300 metres from the subject site at the future Metro Western Sydney Airport corridor and looks in an eastward direction. The significance of the visual impact is moderate to minor.

Viewpoint 7 is approximately 1.1 kilometres from the subject site at 405 Luddenham Road, Luddenham and looks in a northward direction. The significance of the visual impact is minor with the development of the AIBP being screened behind the existing tree line.

Viewpoint 8 is approximately 3.35 kilometres from the subject site at 2 Homestead Road, Orchard Hills and looks in a southward direction. The significance of the visual impact is moderate to minor with future development of the AIBP being behind the existing tree line.

As the AIBP will develop over the next decade alongside the development of the Orchard Hills South, the Mamre Road Industrial Precinct and Western Sydney Aerotropolis, the overall impacts are considered moderate to minor. The views that will be experienced by passing motorists and pedestrians in very close proximity to the site are transient and temporary as the surrounding area develops. On this basis, the proposed height increase is deemed acceptable.

Q10. Has the Planning Proposal adequately addressed any social and economic effects?

The Planning Proposal will facilitate delivery of a warehousing development which will offer a range of social and economic benefits, including new jobs and an increase in industrial activity. Any other social and economic effects would be assessed within the concurrent SSDA.

Section D – Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the Planning Proposal?

The proposal is subject to an existing VPA which facilitates the delivery of new and upgraded roads, traffic management facilities for Luddenham Road and Patons Lane, and the dedication of land for the future widening of Luddenham Road. It is noted that a minor amendment to the executed VPA is required to align with the proposed amendment. Specifically, the definition of 'Instrument Change' must be updated to reflect the HOB change. It is intended to progress the VPA amendment concurrently with the Planning Proposal.

Section E – State and Commonwealth Interests

Q12. What are the views of State and Federal public authorities and government agencies consulted in order to inform the Gateway determination?

The Gateway Determination will provide details on the consultation to be undertaken with State and Commonwealth public authorities

Part 4 – Mapping

The following map tiles are proposed to be amended as part of the Planning Proposal.

Map	Tile Number
Height of Buildings	014

The proposed LEP 2010 map tile is provided at Appendix 1.

Part 5 – Community Consultation

The Gateway Determination will outline any specific requirements for community consultation, including consultation with agencies and public authorities.

The public exhibition will be undertaken in accordance with the Gateway Determination, the community consultation requirements of the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2000*, and Council's Community Participation Plan.

Notice of the public exhibition will be provided in the local newspaper and notification letters will be sent to landowners and occupiers of adjoining and affected properties.

Exhibition material will be made available on Council's Your Say webpage and the NSW Planning Portal.

In responses to Section 117 Direction 4.4, Council will consult the NSW Rural Fire Service on the Planning Proposal, which will provide the information to demonstrate compliance with the provisions of this Direction.

Part 6 – Project Timeline

Milestone	Timeframe
Local Planning Panel Advice	September 2025
Council Endorsement for Gateway	October 2025
Submission to DPHI for Gateway	November 2025
Gateway Determination	December 2025
Public Exhibition	January–February 2026
Consideration of Submissions & Post-Exhibition Review	February 2026
Council Endorsement for Finalisation	March 2026
Gazettal of LEP Amendment	April 2026

These timeframes are estimates only and subject to change.

Appendices

Appendix 1

Proposed HOB Map

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Height Breach Diagram

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Visual Impact Assessment

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Architectural Plans

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