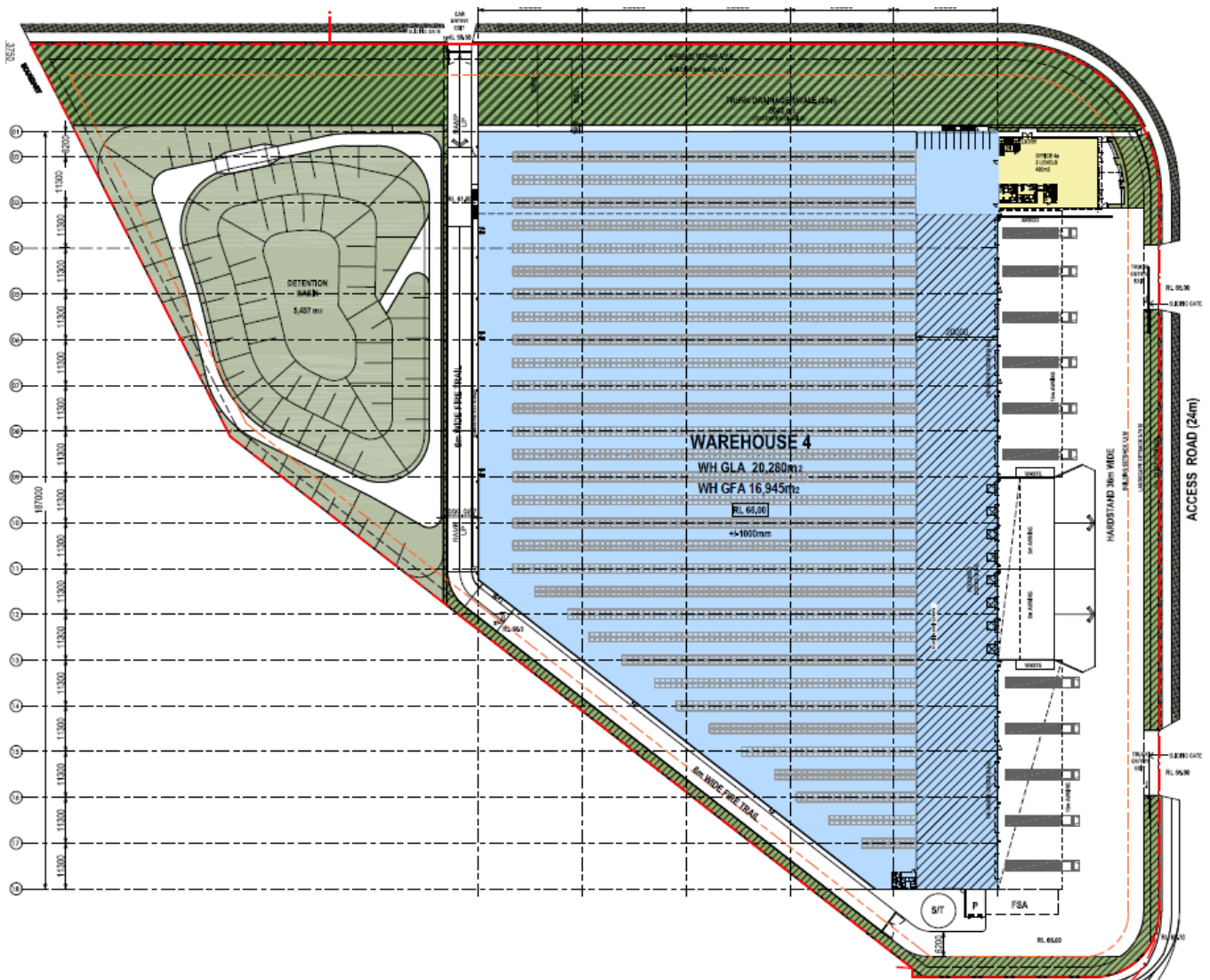


Modification 2 of Westlink Industrial Estate Stage 1

State Significant Development Modification Assessment Report (SSD-9138102-Mod-2)

July 2024





Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Modification 2 of Westlink Industrial Estate Stage 1 (SSD-9138102-Mod-2)
Assessment Report

Published: July 2024

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Preface

This assessment report provides a record of the Department of Planning, Housing and Infrastructure's (the Department) assessment and evaluation of ESR Developments (Australia) Pty Ltd's application to modify the State significant development (SSD) consent for the Westlink Industrial Estate Stage 1 (SSD-9138102), located in the Penrith local government area. The report includes:

- a description of the proposed modification
- an assessment of the modification against government policy and statutory requirements, including mandatory considerations
- a demonstration of how matters raised by Penrith City Council and government agencies have been considered
- an assessment of the likely environmental, social and economic impacts of the modification
- an evaluation which weighs up the likely impacts and benefits of the modification, having regard to the proposed mitigation measures and government advice, and provides a view on whether the impacts are, on balance, acceptable
- a recommendation to the decision-maker, along with the reasons for the recommendation, to assist them in making an informed decision about whether the consent should be modified and any conditions that should be imposed.

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1 Introduction

The modification application seeks to modify the Westlink Industrial Estate Stage 1 (SSD-9138102) to permit design changes to the approved development, including reduction in the width of the trunk drainage channel on Lot 4 and changes to the design of Warehouse 4, reduction of the length of the private access road and updates to the stormwater management design.

The application was lodged on 23 May 2024 by ESR Developments (Australia) Pty Ltd (the Applicant) pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

A more detailed overview of the proposed modification is provided in **Section 2**.

1.1 Background

The Applicant is constructing the first stage of an industrial estate, including two warehouse buildings (Warehouse 1 and Warehouse 4) and ancillary office space, roads, stormwater infrastructure and services at 1030-1048 and 1050-1064 Mamre Road, 59-62 and 63 Abbots Road and 290-308 Aldington Road, Kemps Creek in the Penrith local government area (see **Figure 1** and **Figure 2**).

Earthworks and construction of Warehouse 1 have commenced on site, and once operational, the development will be used for warehousing and distribution purposes.

The modification application includes updates to the approved development design to reflect the revised trunk drainage design that has been endorsed separately by Sydney Water and the Planning Secretary in accordance with consent conditions.

1.2 Subject Site

The site is legally described as Lots 111-115 in Deposited Plan (DP) 1296469.

The development site is located within the Mamre Road Precinct (MRP), which forms part of the Western Sydney Employment Area (WSEA). The MRP covers 850 hectares (ha) of land that comprised mostly rural-residential uses until it was rezoned for industrial uses in 2020. The MRP is expected to deliver 17,000 jobs when fully developed and would include industries that will service the airport. Development in the MRP is guided by the Mamre Road Precinct Structure Plan 2020 and the Mamre Road Precinct Development Control Plan 2021 (MRP DCP).

The site is surrounded by industrial zoned land to the north, south, west and part of the eastern boundary of the site, which was all rezoned as part of the MRP and remains predominantly undeveloped to date with existing rural residential and agricultural land uses. A place of worship is currently under construction approximately 470 m north of the site (230-242 Aldington Road). The

closest existing residential receivers within the MRP are located on properties directly adjoining the site, approximately 33 m to the north and 20 m to the south-west.

Land zoned C4 Environmental Living within the suburb of Mount Vernon directly adjoins part of the eastern boundary of the site and adjoins the southern MRP boundary (see **Figure 2**). The closest residences in Mount Vernon are over 400 m to the east and 500 m to the south from the approved buildings. Development in Mount Vernon is typically large-lot rural residential land uses. Most of the existing residences to the east of the site in Mount Vernon are located behind a ridgeline that obstructs direct views toward the site, with approximately 2-3 residences with direct or partial views of the site.



Figure 1 | Regional Context



Figure 2 | Local Context

1.3 Approval History

On 21 April 2023, development consent was granted by the Director, Industry Assessments as delegate for the Minister for Planning and Public Spaces (the Minister) for the development of the Westlink Industrial Estate Stage 1 (SSD-9138102). The development consent permits the following works:

- bulk earthworks and retaining walls
- subdivision
- construction, fit out and operation of two warehouse buildings and ancillary office space with a total gross floor area (GFA) of 81,317 m²
- landscaping
- construction of estate roads
- site servicing, and
- stormwater infrastructure, including a trunk drainage channel and a basin.

The development consent includes the following conditions relevant to the application:

- Condition A6 sets the maximum GFA for the development at 81,317m²;
- Condition B25 requires the Applicant to submit a stormwater system design to the satisfaction of the Planning Secretary. This condition was satisfied on 12 June 2024;
- Condition B28 requires the Applicant to design the trunk drainage infrastructure on site to the satisfaction of the Planning Secretary, in consultation with the Regional Stormwater Authority (Sydney Water). This condition was satisfied on 4 August 2023;
- Condition B38 requires the Applicant to prepare a Landscape Management Plan to the satisfaction of the Planning Secretary, which must include adequate planting to screen between the basin and retaining wall on Lot 4, and demonstrate that the minimum tree canopy targets are achieved in accordance with the MRP DCP;
- Condition B52 sets operational noise limits for the development.

The consent has been modified on two occasions and two modifications are currently under assessment (see **Table 1**).

Table 1 | Summary of Modifications

Modification	Description	Decision-maker	Type	Status
MOD 1	Modification to the approved earthworks volumes and locations.	To be confirmed	4.55(2)	Preparing application
MOD 2	Reduction in the approved trunk drainage channel width and subsequent amendments to the design of Warehouse 4 and changes to the private access road and stormwater design.	Department	4.55(1A)	This application
MOD 3	Minor design amendments to Warehouse 1 site plans	Department	4.55(1A)	Approved on 9 April 2024
MOD 4	Changes to retaining wall height and design on Lot 1	Department	4.55(1A)	Under assessment
MOD 5	External road upgrades to Abbots Road and the Abbots Road / Mamre Road intersection	Department	4.55(1A)	Approved on 7 June 2024

2 Proposed Modification

2.1 Modification Overview

The modification is described in full in the Modification Report and additional information included in **Appendix A**, summarised in **Table 2**, and is illustrated in **Figure 3**.

Table 2 | Key Aspects of the Modification

Project Element	Proposed Modification
Trunk drainage channel	Reduction in width from 25m to 20m to reflect the design endorsed by Sydney Water (under Condition B28 of the consent).
Warehouse 4 design changes	<ul style="list-style-type: none"> • Extension of building footprint northwards commensurate with reduced channel width • Extension of warehouse 4m eastward, reducing hardstand width and shifting office 4m east • Southern warehouse wall moved south • Increase in loading zone area from 1,470m² to 4,035m² • Reduction in total gross floor area from 17,460m² to 17,425m² • Removal of the loading dock office • Addition of warehouse amenities • Increase in number of loading docks from 17 to 19 • Reduction of width of loading dock awning to 15m • Change to undercoft car park egress design to meet Building Code of Australia (BCA) requirements, amendment to floor gradient and addition of two parking spaces • Removal of car parking spaces and access driveway at southern end of Lot 4 • Reduction in total car parking spaces from 96 to 85 • Amendments to office layout.
Stormwater infrastructure	Modification to the on-site detention (OSD) basin design to align with narrowed trunk drainage channel
Private access road	Reduced length of road between Lots 1, 3 and 5 and changes to the cul-de-sac orientation and associated earthworks.

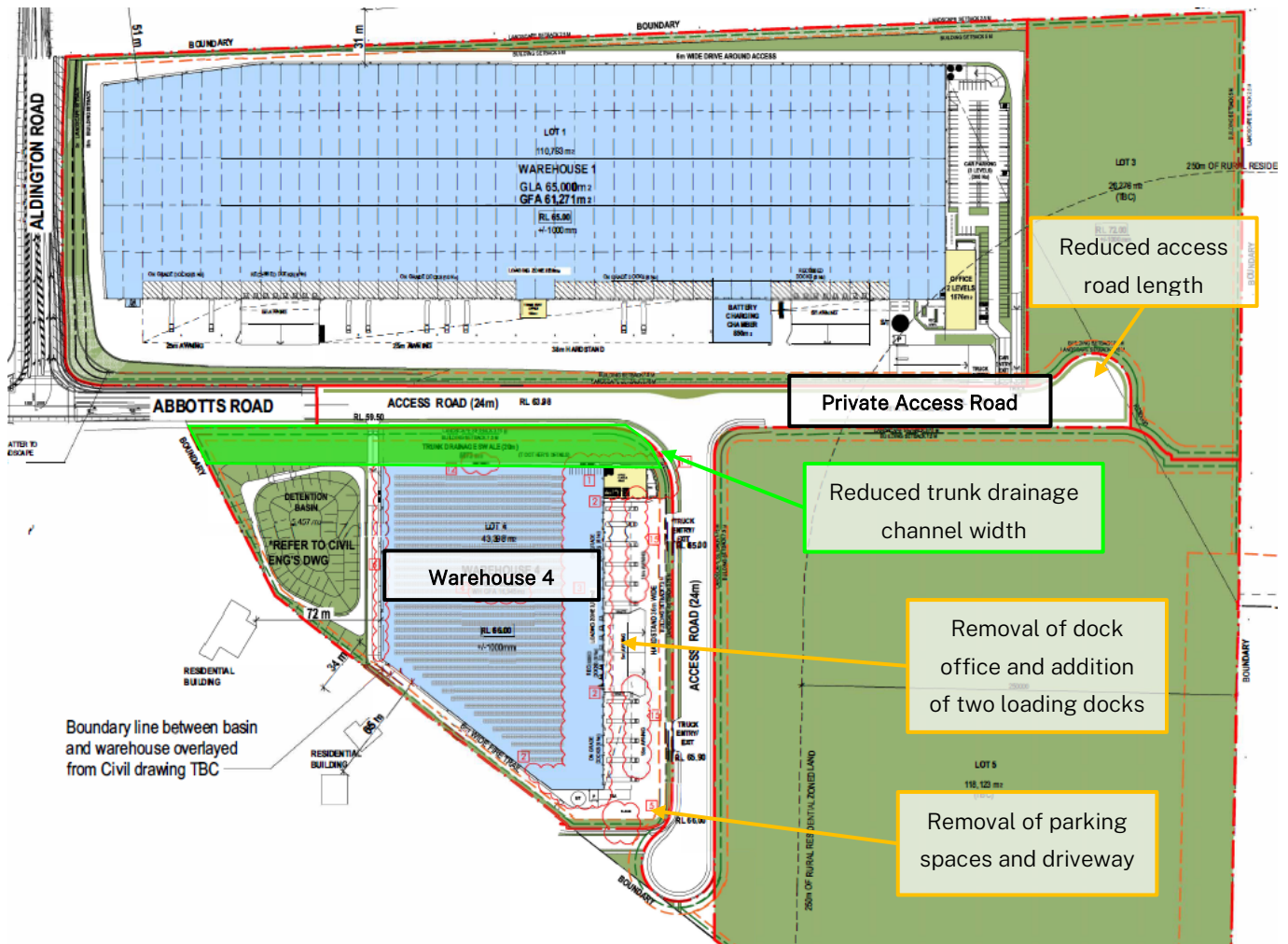


Figure 3 | Modified Site Layout

2.2 Applicant’s Justification for the Proposed Modification

The Applicant advised that the proposed modifications are sought in response to the approval of the design of the trunk drainage channel, with a reduced width of 20m, by the Planning Secretary in accordance with Condition B28 of the SSD-9138102 consent. The design was endorsed by Sydney Water, the regional stormwater authority responsible for managing trunk drainage infrastructure within the Mamre Road Precinct.

The modifications to the design of Warehouse 4 are in response to the reduction to the width of the adjoining channel and also involve minor design refinements as a result of the ongoing detailed design in consultation with the future tenant at the site.

The modification report submitted by the Applicant included an assessment of impacts of the proposed modifications. The modification report found that the development remains substantially the same as approved, will not have any additional environmental impacts, will provide adequate regional stormwater infrastructure, and will provide a suitable built form and landscaping response.

3 Statutory Context

3.1 Scope of Modification and Assessment Pathway

Details of the legal pathway under which modification is sought are provided in **Table 3** below.

Table 3 | Permissibility and assessment pathway

Consideration	Description
<p>Scope of modification</p>	<p>Modification involving minimal environmental impact</p> <p>The Department has reviewed the scope of the modification and considers that it can be characterised as a modification involving minimal environmental impact as the proposal:</p> <ul style="list-style-type: none"> – would not significantly increase the environmental impacts of the project as approved – the primary function and purpose of the approved development would not change as a result of the proposed modification – any potential environmental impacts would be minimal and appropriately managed through the existing or modified conditions of consent – is substantially the same development as originally approved – would not involve any further disturbance outside the already approved disturbance areas for the development. <p>The Department is satisfied the proposed modification is within the scope of section 4.55(1A) of the EP&A Act and does not constitute a new development application. Accordingly, the Department considers that the application should be assessed and determined under section 4.55(1A) of the EP&A Act rather than requiring a new development application to be lodged.</p>
<p>Consent Authority</p>	<p>Minister for Planning and Public Spaces</p> <p>The Minister is the consent authority under section 4.5(a) of the EP&A Act.</p>
<p>Decision-maker</p>	<p>Delegate position</p> <p>Under the Minister’s delegation of 9 March 2022, the Team Leader, Industry Assessments, may determine the application under delegation as:</p> <ul style="list-style-type: none"> – the application has not been made by a person who has disclosed a reportable political donation under section 10.4 of the EP&A Act – there are no public submissions (other than a council) in the nature of objections, and

Consideration	Description
	<ul style="list-style-type: none"> - Council has not made a submission by way of objection under the mandatory requirements for community participation listed under Schedule 1 of the EP&A Act.

3.2 Mandatory Matters for Consideration

The Department undertook a comprehensive assessment of the application against the mandatory matters for consideration as part of the original assessment of SSD-9138102 (under section 4.15 of the EP&A Act). This modification application does not result in significant changes that would alter the Department’s consideration of the mandatory matters for consideration under section 4.15(1) of the EP&A Act and conclusions made as part of the original assessment.

3.3 Biodiversity Development Assessment Report

Section 7.17(2) of the *Biodiversity Conservation Act 2016* (BC Act) requires all SSD modifications to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the authority or person determining the application is satisfied that the modification will not increase the impact on biodiversity values (as identified in the BC Act and in the Biodiversity Conservation Regulation 2017)

The Department is satisfied that the modification will not increase the impact on biodiversity values and consequently a BDAR is not required to accompany the modification application.

In addition, as the site is subject to biodiversity certification under the Cumberland Plain Conservation Plan (CPCP), no further consideration of biodiversity impacts is required in accordance with section 8.4 of the BC Act.

4 Engagement

4.1 Department's Engagement

In accordance with the EP&A Regulation the Department made the modification application publicly available on the Department's website on 24 May 2024 and also forwarded the application to Penrith City Council and government agencies for comment.

4.2 Summary of Advice Received from Government Authorities

The Department received advice from two government authorities on the modification application. A summary of the advice is provided in **Table 4**. A link to the full copy of the advice is provided in **Appendix B**.

Table 4 | Summary of Government Authority Advice

Agency	Advice Summary
Sydney Water	Sydney Water was satisfied that the proposed modification is a formalisation of the advice submitted previously in relation to the trunk drainage design and noted further detailed design is being undertaken with the Applicant. Sydney Water also provided advice on applicable infrastructure contributions and further engagement/application requirements.
NSW Department of Climate Change, Energy, the Environment and Water (NSW DCCEEW)	Biodiversity Conservation and Science Group of NSW DCCEEW (BCS) noted that any part of the development on excluded land under the CPCP would require biodiversity assessment. BCS also noted the updated stormwater design and trunk drainage design were previously endorsed under Condition B25 of the consent and that the current conditions of consent remain appropriate. BCS sought clarification as to whether the Flood Impact Risk Assessment was being revised and which version of the interim stormwater arrangement drawing was appropriate to be included in the consent.

4.3 Summary of Council Submission

Penrith City Council (Council) provided comments on the modification, with concerns or questions raised regarding landscaping, noise impacts due to reduced awning width, façade colour and consistency with Sydney Water's regional stormwater scheme plan. Council raised no objections to the changes to the road or the design of the OSD system. Council advised that appropriate conditions should be included to address the conflicting access to one loading dock when B-double trucks were uncoupling, as identified in the Applicant's swept path assessment.

4.4 Additional Information

In addition to the agency advice summarised above, the Department requested corrections to the calculation of gross floor area for Warehouse 4 and changes to the retaining wall height on Lot 4.

On 18 June 2024, the Department asked the Applicant to provide further information to address Council's submission and respond to the Department's comments.

The Applicant provided additional information on 21 June 2024 in response to the Department and Council's comments, which included:

- Revised floor plans that removed areas of the warehouse from the loading zone that were not directly related to the loading operations, and included this area in the warehouse GFA;
- An updated noise memorandum, which noted the reduced awning width and concluded that the proposed design changes to Warehouse 4 would not alter noise emissions from the project and are appropriate from an acoustic standpoint;
- Additional information outlining previous engagement with Sydney Water and their endorsement of the trunk drainage design comprising a 20m wide channel;
- A response to Council's traffic comments, prepared by Ason Group, which proposed managing restricted access to a loading dock when a B-Double vehicle is on site via an Operational Traffic Management Plan (OTMP).

On 4 July 2024, the Applicant provided clarification in response to the comments from BCS, which confirmed:

- The site is certified urban capable under the CPCP and no changes to the overall development footprint are proposed;
- Reference to a revised flood assessment was an error and the updates to the stormwater design did not trigger a reassessment of flood impacts;
- The appropriate version of the interim stormwater management drawing.

5 Assessment

The Department has assessed the merits of the proposed modification. During this assessment, the Department has considered the:

- Modification Report and Additional Information provided to support the proposed modification (see **Appendix A**)
- documentation and Department’s assessment report for the original DA and subsequent modification application(s) (see **Appendix A**)
- advice from State government authorities and Council (**Appendix B**)
- relevant environmental planning instruments, policies and guidelines
- requirements of the EP&A Act, including the objects of the EP&A Act.

The Department’s consideration of assessment issues is summarised in **Table 5** below.

Table 5 | Assessment of issues

Findings and conclusions	Recommended conditions
Stormwater and Trunk Drainage Infrastructure	
<ul style="list-style-type: none"> • The proposed amendments to the trunk drainage channel and stormwater infrastructure (including the OSD basin) have the potential to affect the development’s management of stormwater and compliance with the Integrated Water Cycle Management requirements of the MRP DCP. • The modification application included amended civil drawings and a stormwater management plan, which reflects the revised development layout proposed, as well as previous updates to the stormwater and trunk drainage design undertaken in accordance with Conditions B25 and B28 of the SSD-9138102 consent. • The Department has previously approved the revised stormwater system design and trunk drainage design in accordance with Conditions B25 and B28 in consultation with Council, Sydney Water and BCS. A Water and Stormwater Management Plan (WSMP), required under Condition B30, has also been approved. • Council’s comments on the modification note that the proposed trunk drainage channel width is inconsistent with Sydney Water’s MRP scheme plan. • Sydney Water, as the regional stormwater authority will manage the regional stormwater infrastructure in the MRP. In their advice on the proposed modification it was acknowledged that the modification formalised previous advice on the trunk drainage design (in relation to Condition B28) and no concerns were raised. 	<p>Update approved plans listed in Appendix 1 of the consent to reflect revised drawings.</p>

Findings and conclusions	Recommended conditions
<ul style="list-style-type: none"> BCS noted that the updated stormwater design and management plan have previously been considered satisfactory with regard to Conditions B25 and B30 and the current conditions of consent remain appropriate. The Department notes that the trunk drainage channel is consistent with the design accepted by Sydney Water under Condition B28 and is consistent with the stormwater system design approved in accordance with Condition B25. It is recommended that the schedule of approved plans in Appendix 1 of the consent be updated to reflect the revised architectural and civil drawings. The Department concludes that the proposed stormwater infrastructure is consistent with the infrastructure approved under relevant conditions of consent in consultation with the key agencies and will be capable of adequately managing stormwater at the site. 	

Architectural and Landscaping

<ul style="list-style-type: none"> Changes to the design of the development can impact on the established built form and landscaping and result in changes to visual amenity and design control compliance. The Modification Report identifies that the trunk drainage channel will continue to provide a landscaped setback to Abbotts Road from Warehouse 4 and the proposed modifications allow positioning of the office space closer to the bend of Abbotts Road and the provision of an increased street frontage presence. The Modification Report finds that the proposed design changes do not significantly affect the visual impacts of the approved development. The Modification Report was accompanied by a BCA Assessment Report that identifies the modified development is capable of compliance with the BCA and clause 19(1) of the <i>Environmental Planning and Assessment (Development Certification and Fire Safety) Regulation 2021</i>. Council's submission requested that the modification maintains landscape setbacks, includes a lighter tone finish for parts of the warehouse, avoids conflicts between signage and landscaping, and meets canopy cover requirement of the MRP DCP. In response to Council's submission, the Applicant noted that: <ul style="list-style-type: none"> landscape setbacks remain generally consistent with the approved development, aside from the trunk drainage channel, and additional landscaping is provided in place of the removed southern car driveway the warehouse façade, including colour, is consistent with the approved development design the landscape and signage designs are consistent with the approved development and will be addressed as part of the landscape management plan and signage strategy required under Conditions B38 and B45 	<p>Update approved plans listed in Appendix 1 of the consent to reflect revised drawings.</p>
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Findings and conclusions	Recommended conditions
<ul style="list-style-type: none"> ○ the combined canopy coverage on Lots 1 and 4 is 11.15%, which complies with the MRP DCP, and future development within the estate will be subject to individual assessment. ● The Department is satisfied that the development remains consistent with the overall design outcomes established under the originally approved development as the changes to Warehouse 4 are relatively minor and do not significantly increase the bulk and scale of the building. The modified development remains compliant with the key built form and landscape controls in the MRP DCP. ● It is recommended that the architectural plans listed in the consent be updated to reflect the latest revision. ● The Department concludes that the changes to the development design are suitable and can be managed through the existing conditions and mitigation measures. 	

Operational Noise

<ul style="list-style-type: none"> ● Modifications to the Warehouse 4 design have the potential to change the previously assessed operational noise impacts from the development. ● The modification application included a technical memorandum prepared by SLR Consulting. The memorandum identified that the main sources of operational noise as on-site vehicle movements, loading dock activities in hardstand areas and mechanical plant. As no changes are proposed to the number of heavy vehicle movements, loading dock activities or mechanical plant, it was concluded that the modification will not alter noise emissions from the development. ● Council requested clarification as to whether the technical memorandum considered the proposed reduction to awning width on Warehouse 4. ● As part of the additional information submitted, the Applicant provided an updated technical memorandum that included reference to the awning changes. The updated memorandum also found that noise emissions will remain unchanged from the previous assessment. ● The Department considers that the findings of the noise assessment are suitably justified and sufficiently respond to Council's comments. ● Condition B52 of the SSD-9138102 consent sets operational noise limits for the development, which are not proposed to be modified. In addition, Condition B57 requires the Applicant to prepare an Operational Noise Verification Report within three months of commencement of operations to assess compliance with the noise limits. ● The Department concludes that the noise impacts from the development can be appropriately managed through the existing conditions of consent. 	<p>No updates proposed.</p>
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Traffic and Car Parking

- Modifications to the Warehouse 4 design have the potential to change traffic generation and access issues for the development. The modification includes a reduction to the GFA of Warehouse 4 and changes to the loading dock and car park design.
- The modification application was accompanied by a Traffic Statement (TS) prepared by Ason Group, which identified that the modifications would:
 - Comply with the MRP DCP car parking, bicycle parking and end of trip facility requirements
 - Result in a minor reduction in proposed traffic generation relating to the proposed reduction in GFA
 - Remain generally in accordance with the relevant Australian standards.
- The TS included a revised swept path assessment that identifies that one loading dock would need to be restricted to vehicles up to 12.5m Heavy Rigid Vehicles (HRVs) to avoid impacts to the B-Double uncoupling area due to the reduced hardstand width.
- Council's submission noted that the modification is unlikely to have any additional impacts on the surrounding road network beyond those previously assessed under SSD-9138102, and raised no concerns with changes to the private access road. Council recommended that suitable conditions be imposed to address the loading dock access issue identified in the swept path assessment.
- In response to Council's recommendation, the Applicant provided a response from Ason Group that proposed inclusion of a condition of consent requiring the preparation of an Operational Traffic Management Plan (OTMP) including management measures and signage/controls so that drivers are aware of the potential restriction.
- The Department is satisfied that the development will not result in additional traffic impacts, as the modification involves a reduction in GFA and ongoing compliance with the parking requirements of the MRP DCP. It is considered that the proposed OTMP condition would satisfy Council's recommendation and address the conflict identified in the swept path assessment.
- It is recommended that a new condition is included in the consent requiring preparation of an OTMP prior to operation of Warehouse 4 that restricts the use of the affected loading dock when a B-Double vehicle is on site.
- The Department concludes that the development can operate in an appropriate manner and not impact on the surrounding road network through the existing consent conditions and inclusion of the OTMP condition.

Require the Applicant to prepare an OTMP for Warehouse 4 prior to operation of that warehouse.

6 Evaluation

The Department's assessment has considered the relevant matters and objects of the EP&A Act and considers the proposed modification is appropriate on the basis that:

- the proposed modification will result in minimal environmental impacts beyond the approved development
- the reduced width of the trunk drainage channel and subsequent changes to the stormwater infrastructure are consistent with the design approved by the Planning Secretary in consultation with Sydney Water and BCS pursuant to Conditions B25 and B28 of the consent.
- the design and layout amendments to Warehouse 4 would have minimal amenity impacts
- the modified development is substantially the same development (in terms of bulk, scale, appearance and operations) as previously approved.

The Department is satisfied the modification should be approved subject to conditions.

7 Recommendation

It is recommended that the **Team Leader, Industry Assessments**, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report
- **determines** that the application falls within the scope of section 4.55(1A) of the EP&A Act
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to approve the modification
- **modifies the consent** for the Westlink Industrial Estate Stage 1 (SSD-9138102-MOD-2), subject to the conditions in the attached instrument of modification.
- signs the attached instrument of modification (**Appendix C**).

Recommended by:



9 July 2024

David Schwebel

Senior Environmental Assessment Officer

Industry Assessments

8 Determination

The recommendation is **adopted** by:



10 July 2024

Lindsey Blecher

A/Director

Industry Assessments

Glossary

Abbreviation	Definition
Additional Information	'Response to Request for Additional Information – MOD 2 Westlink Stage 1 (SSD-9138102)', prepared by Ethos Urban, dated 21 June 2024
Applicant	ESR Developments (Australia) Pty Ltd
BCS	Biodiversity Conservation and Science Group of NSW DCCEEW
Council	Penrith City Council
CPCP	Cumberland Plain Conservation Plan
NSW DCCEEW	NSW Department of Climate Change, Energy, the Environment and Water
Department	Department of Planning, Housing and Infrastructure
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
LGA	Local Government Area
Minister	Minister for Planning and Public Spaces
MRP DCP	Mamre Road Precinct Development Control Plan
OTMP	Operational Traffic Management Plan
Planning Secretary	Secretary of the Department of Planning, Housing and Infrastructure
SSD	State Significant Development
TfNSW	Transport for NSW
WSMP	Water and Stormwater Management Plan

Appendices

Appendix A – List of Referenced Documents

The Department has relied upon the following key documents during its assessment of the proposed development:

Modification Application

- ‘Modification Report, Westlink Industrial Estate - Stage 1 (Modification 2)’, prepared by Ethos Urban, dated 21 May 2024
- ‘Response to Request for Additional Information – MOD 2 Westlink Stage 1 (SSD-9138102)’, prepared by Ethos Urban, dated 21 June 2024

<https://www.planningportal.nsw.gov.au/major-projects/projects/mod-2-lot-4-trunk-drainage-and-warehouse-design>

Submissions and Advice

<https://www.planningportal.nsw.gov.au/major-projects/projects/mod-2-lot-4-trunk-drainage-and-warehouse-design>

Department’s Assessment Report for SSD-9138102

<https://www.planningportal.nsw.gov.au/major-projects/projects/westlink-industrial-estate-stage-1>

Appendix B – Submissions and Government Authority Advice

All submissions and government agency advice can be found here:

<https://www.planningportal.nsw.gov.au/major-projects/projects/mod-2-lot-4-trunk-drainage-and-warehouse-design>

Appendix C – Recommended Instrument of Modification

<https://www.planningportal.nsw.gov.au/major-projects/projects/mod-2-lot-4-trunk-drainage-and-warehouse-design>