

Department of Planning, Housing and Infrastructure

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Modification 6 of Westlink Industrial Estate Stage 1

State Significant Development Modification Assessment Report (SSD-9138102-Mod-6)

May 2025





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 6 of Westlink Industrial Estate Stage 1 (SSD-9138102-Mod-6)
Assessment Report

Published: May 2025

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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 stakeholders 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 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) consent to permit changes to the Warehouse 3 design, including an increase to the size of the ancillary office area, decrease of the warehouse floor area, introduction of a dock office, an increase in car parking provision and changes to the vehicle crossover arrangements.

The application was lodged on 25 March 2025 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 a warehousing and logistics estate 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**).

The estate, to be known as Westlink Industrial Park (WIP), is planned to comprise 12 warehouses across 7 lots (see **Figure 3**) with a total GFA of approximately 300,000 m². Only Stage 1 of the estate, involving Warehouses 1 and 3 (formerly referred to as Warehouse 4), has been approved to date under SSD-9138102. Warehouse 1 has commenced operation and Warehouse 3 is under construction. The other warehouses within the WIP are either under assessment via separate development applications or have been issued Secretary's Environmental Assessment Requirements (SEARs).

1.2 Subject Site

The site is legally described as Lots 11, 12 and 13 in Deposited Plan (DP) 253503 and Lots 3 and 4 in DP 250002

The WIP is located 4.5 kilometres to the north-east of the new Western Sydney International Airport and is within the Mamre Road Precinct (MRP) of the Western Sydney Employment Area (WSEA).

Industrial zoned land is located immediately north, west and south of the site. Land zoned C4 Environmental Living within the suburb of Mount Vernon directly adjoins part of the eastern boundary of the site and the southern MRP boundary. Some rural residences remain on the industrial zoned land adjacent to the site's northern and western boundaries (see **Figure 2**). 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.

The established residential suburb of Mount Vernon directly adjoins part of the eastern boundary of the site and is mostly separated by a natural ridgeline. A place of worship is currently under construction approximately 470 m north of the site (230-242 Aldington Road).

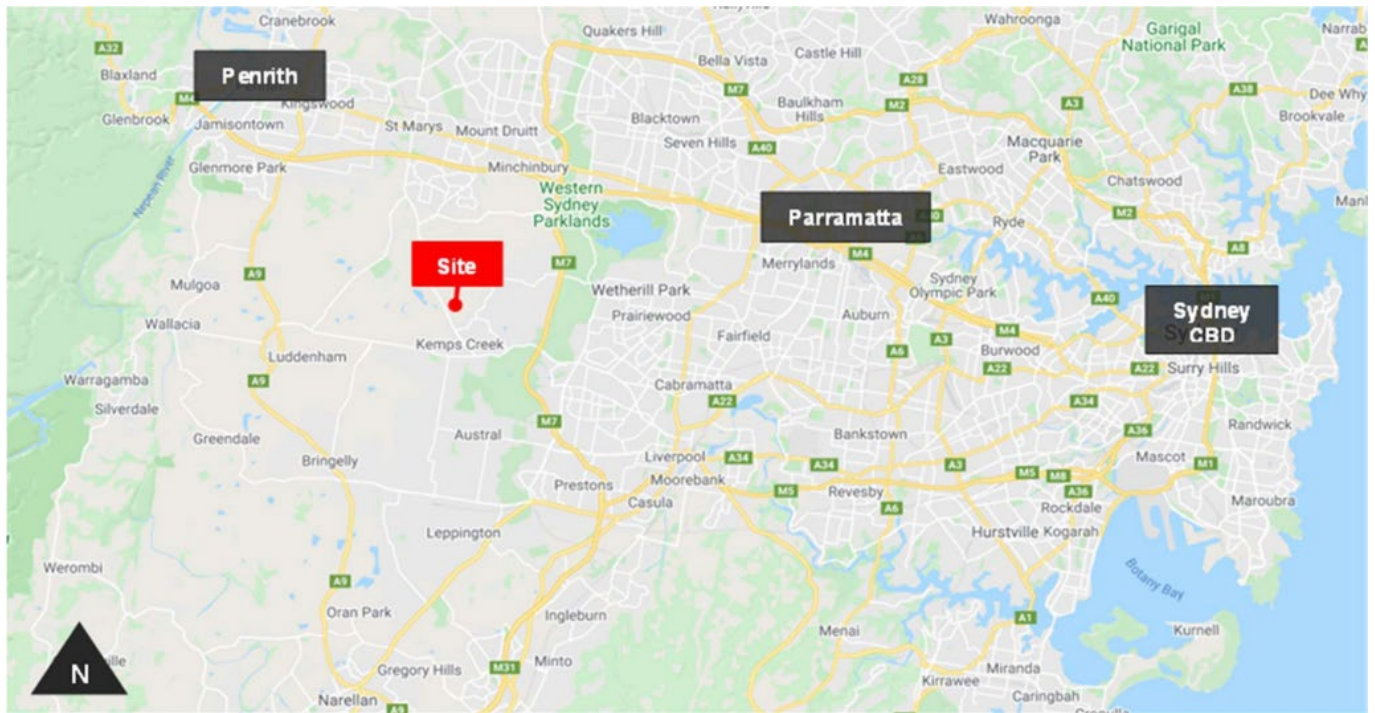


Figure 1 | Regional Context



Figure 2 | Local Context



Figure 3 | Westlink industrial Park Masterplan - Lot 3 Outlined in Red

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 consent has been modified on four occasions (see **Table 1**).

Table 1 | Summary of Modifications

Modification	Description	Decision-maker	Type	Date
MOD 1	Modification to the approved earthworks volumes and locations.	Withdrawn	N/A	N/A
MOD 2	Reduction in the approved trunk drainage channel width and increase in the floor area of Warehouse 4	Team Leader	4.55(1A)	10 July 2024
MOD 3	Minor design amendments to Warehouse 1 site plans	Team Leader	4.55(1A)	9 April 2024
MOD 4	Changes to retaining wall height and design on Lot 1	Team Leader	4.55(1A)	11 March 2025
MOD 5	Construction of external road upgrades including Mamre Road and Abbotts Road intersection works, widening of Abbotts Road and widening of a section of Aldington Road.	Director	4.55(1A)	7 June 2024

Modification	Description	Decision-maker	Type	Date
MOD 6	Changes to Warehouse 3 design, including increasing the office floor area, decreasing the warehouse floor area, adding a dock office, increasing car parking provision and changes to vehicle crossover arrangements.	Team Leader	4.55(1A)	This Application

2 Proposed Modification

2.1 Modification Overview

The modification is described in full in the Modification Report included in **Appendix A**, summarised in **Table 2** and is illustrated in **Figure 4**, **Figure 5**, **Figure 6**, and **Figure 7**. The proposed modification relates solely to Warehouse 3.

The modification seeks to permit an increase in the size of the ancillary office area for Warehouse 3, decrease the warehouse floor area, introduce a dock office, increase car parking provision, and change vehicle crossover arrangements. No changes are proposed to Warehouse 1.

Table 2 | Key Aspects of the Modification to Warehouse 3

Project element	Original project	Current approval (MOD 2)	Proposed Modified Project
Increase in overall GFA	17,460m ²	17,425m ²	17,590m ²
Increase in office GFA	450m ²	480m ²	2,400m ²
Decrease in warehouse GFA	17,010m ²	16,945m ²	15,120m ²
Increase in parking provision	96	85 spaces	146
Reduced loading bays	19 bays (8 recessed)	No change from original SSD Approval	13 bays (8 recessed) Provision for 4 loading bays retained adjacent to the proposed car park to facilitate any future requirement changes
Dock office	N/A	No change from original SSD Approval	70m ² dock office proposed

Project element	Original project	Current approval (MOD 2)	Proposed Modified Project
Vehicle Access	Light vehicle access provided at the north-western corner of the site to access sub level parking Two heavy vehicle entry/exits provided	No change from original SSD Approval	Existing light vehicle access is retained, with an additional entry/exit from the access road located to the east of the site. Southern heavy vehicle entry/exit is moved north to facilitate proposed car park
Relocation of forklift charging bays	Forklift charging bays located in the north-eastern corner of the warehouse, adjacent to the office	No change from original SSD Approval	Forklift charging bays relocated to be adjacent to the expanded office
Changes to warehouse fit out	Racking provided throughout warehouse	No change from original SSD Approval	Racking reduced to facilitate expanded office
Condition modification	Various conditions refer to Warehouse 4	No change from original SSD Approval	Conditions to be modified to reflect warehouse number change

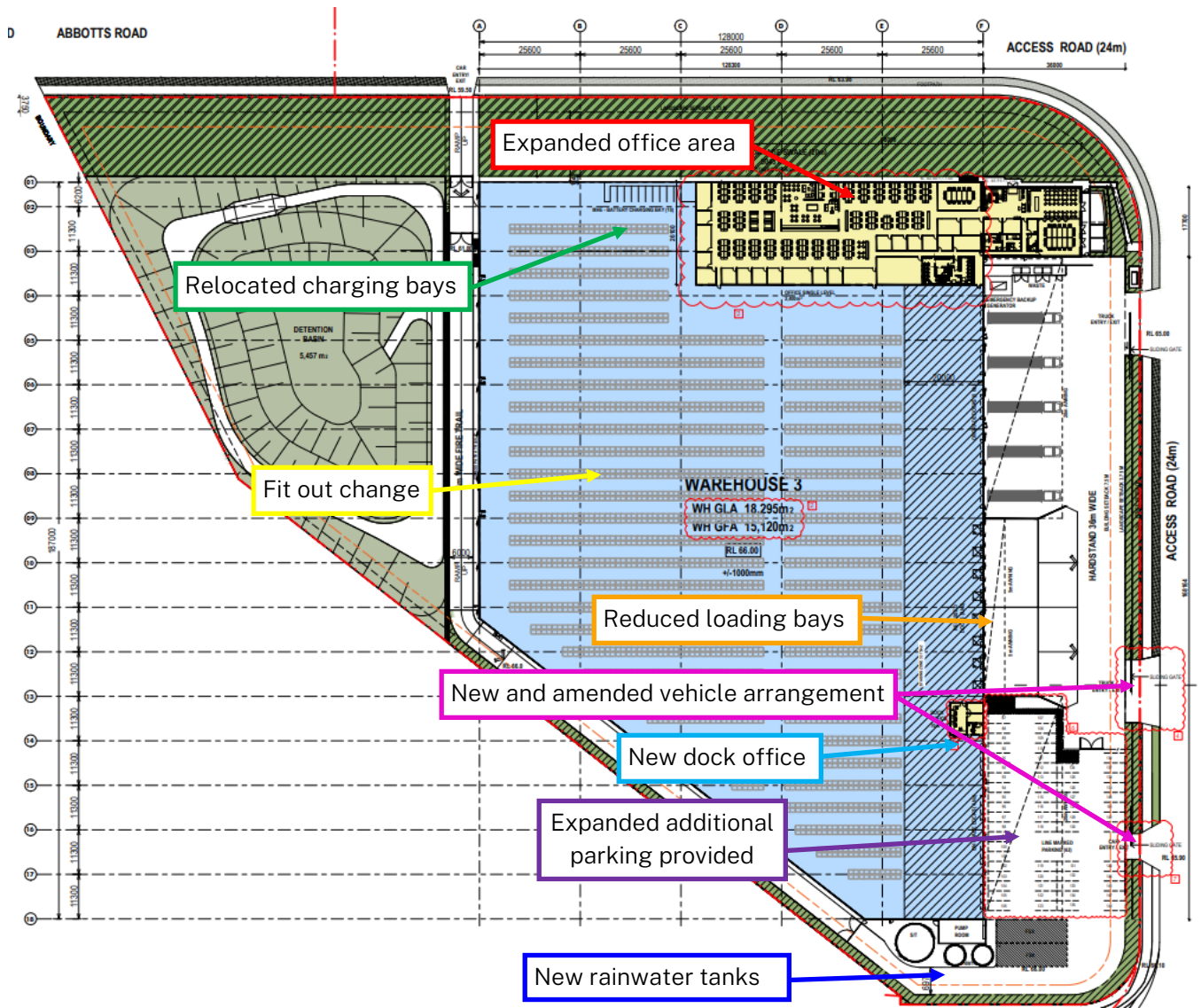


Figure 4 | Modified Site Layout



Figure 5 | Proposed Northern Elevation



Figure 6 | Proposed Western Elevation

2.2 Applicant's Justification for the Proposed Modification

The Applicant advised the proposed modifications result from the requirements of a future tenant, with the increased office component to support the management and coordination of logistics operations. This includes a requirement for high-quality fit-out, incorporating modern layouts and a high level of amenity, including gyms, breakout rooms and end-of-trip facilities.

3 Statutory Context

3.1 Scope of Modification and Assessment Pathway

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

Table 3 | Assessment Pathway

Consideration	Description
Scope of modification	<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 involves a minor increase to the footprint of the approved warehouse and does not intensify the use of the site.</p> <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>
Consent Authority	<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>
Decision-maker	<p>Team Leader</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- 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)

As the proposed modification does not include any new disturbance, 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.

4 Engagement

4.1 Department’s Engagement

In accordance with the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation) the Department made the modification application publicly available on the Department’s website on 25 March 2025 and forwarded the application to Penrith City Council (Council), Transport for New South Wales (TfNSW), and Fire & Rescue New South Wales (FRNSW) 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

Authority	Advice Summary
TfNSW	TfNSW confirmed that concurrence would be provided subject to the inclusion of conditions. These conditions related to the following: <ul style="list-style-type: none">- the delivery of the Mamre Road/Abbots Road signalised intersection- the widening of Abbots Road between Mamre Road and Aldington Road, and- the submission of a Construction Management Plan.
FRNSW	FRNSW advised there were no additional comments beyond those provided for the original development (SSD-9138102).

4.3 Summary of Council Submission

Council provided comments on the modification. Council queried whether the increase in office GFA would result in the office remaining ancillary to the warehouse component of the development.

Council also noted that the proposed additional car park is separated from the proposed extended office space by the loading bays and requested the Applicant to reconsider the positioning of the carpark or provide safe internal pedestrian paths in order to remove the risk of vehicle/pedestrian conflicts.

Additionally, Council requested swept paths diagrams to indicate the manoeuvrability of 30m A-double vehicles entering the loading bays.

4.4 Additional Information

On 17 April 2025 the Department asked the Applicant to provide a response to the public authority advice and advice from Council.

The Applicant submitted a response on 28 April 2025 which included:

- justification that the proposed increase in office GFA would ensure the office component remains ancillary to the development.
- clarification around the usage of the additional car park. The Applicant noted that swept path plans had been provided in Attachment 1 of the Traffic and Transport Statement (Appendix F of the Modification Report).

The Department noted the Applicant's response and accepted that the office component of the warehouse remains ancillary development given the majority of the development comprises space for warehousing and distribution use and the office is directly related to that use.

On 6 May 2025, the Department requested additional information to amend inconsistencies regarding traffic generation and parking spaces provided between the Modification Report, Architectural Plans, and the Traffic and Transport Statement. The Department also requested section plans showing the proposed additional office spaces and amended landscape plans to show compliance with Section 4.2.3 (9) of the Mamre Road Precinct Development Control Plan (MRP DCP), which relates to landscaping within carparking areas.

On 9 May 2025, the applicant responded addressing the above matters as follows:

- an amended Modification Report and Traffic and Transport Statement were provided to correct the traffic generation and parking spaces discrepancies
- architectural section plans were provided showing the internal ceiling height of the proposed office extension and dock office
- justification as to why planter boxes were not provided within the proposed carpark was provided.

The assessment of the additional information provided by the Applicant is found in **Section 5**.

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 applications (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 assessment of the key issues is summarised in **Table 5**.

Table 5 | Assessment of issues

Findings and conclusions	Recommended conditions
<p>Traffic</p> <ul style="list-style-type: none"> • The proposed modification involves changes to the allocation of GFA of Warehouse 3, including increased office GFA (480m² to 2,400m² sqm) and decreased warehousing GFA (16,945m² to 15,120m² sqm). This results in a minor overall increase in total GFA (by 130 m²). The reallocation of GFA may result in changes to vehicle trip generation. • The Modification Report included a Traffic and Transport Statement that included SIDRA modelling and found the modified development would result in an increase of up to 1 vehicle trips during the AM peak hour and 17 vehicle trips in the PM peak hour (total estimated 40 AM peak vehicle trips and 58 PM peak vehicle trips). The SIDRA modelling found the increase would have no discernible impact on key intersections. • The Department notes that TfNSW and Council provided comments relating to traffic impacts and management. Conditions recommended by TfNSW have been considered by the Department, but were not included in the modified consent as there are existing conditions that address these matters. • The Department considers the estimated increase in trip generation to be minor, comprising up to 17 additional trips during the PM peak hour. The surrounding road network is currently undergoing extensive upgrades to 	<p>No additional conditions recommended</p>

Findings and conclusions	Recommended conditions
<p>facilitate improved traffic capacity, which are appropriately sized to accommodate the traffic generation from the approved development and the proposed modification.</p> <ul style="list-style-type: none"> The Department concludes the estimated increase in vehicle movements are negligible and would not have a detrimental impact on the operation of the subject site, WIP, or the broader MRP. 	
Parking	
<ul style="list-style-type: none"> The proposed modification involves a new overflow car parking area for Warehouse 3 at the south-western portion of the existing hardstand that would increase the parking provisions from 85 to 146 (an additional 61) spaces. Car parking rates for Warehouse 3 have been assessed for 1 space per 300m² for warehousing (50 spaces) and 1 space per 40m² for office use (62) as per the MRP DCP requirements, resulting in a minimum requirement of 112 spaces. The total number of spaces proposed under the modification is 146. The proposed additional carpark has been located on the southern portion of the warehouse to reduce impacts to loading operations given the shape and layout of the warehouse. Additionally, the existing lower ground floor carpark is intended to be utilised by office workers, and the proposed overflow carpark is to be utilised by warehouse workers. A Pedestrian Access Plan was provided with the additional information and indicates the routes workers would take from the proposed carpark. The carpark is located adjacent to the southern portion of the warehouse, which renders the four southernmost dock bays inoperable. However, the bay doors are still proposed to be provided, should any future tenant require them in lieu of the proposed carpark. The Department considers that the proposed number of car parking spaces meets the requirements of the MRP DCP and the configuration would not cause adverse impacts on traffic or pedestrian safety. The Department concludes that the proposed overflow carpark is proposed to facilitate the requirements of the tenant and is provided in such a way that potential future tenants may remove the carpark and utilise the loading bays. 	No additional conditions recommended
Access	

Findings and conclusions	Recommended conditions
<ul style="list-style-type: none"> • The proposed modification involves a new light vehicle entry/exit point for Warehouse 3 toward the southern portion of the site, and a relocated heavy vehicle entry/exit point. • The Modification Report included a Traffic and Transport Statement confirming that access arrangements have been designed to comply with relevant Australian Standards. This includes capacity for 20m articulated vehicles and up to 30m A-Double vehicles to enter the site, manoeuvre as required and exit in a forward direction. • The Department notes the swept paths accompanying the Traffic and Transport Statement shows access to the hardstand area for a 30m A-Double is achievable as per the requirements of the MRP DCP. • The Department considers the access arrangements are required to ensure the safe use of the site. It is recommended that Condition B3A of the SSD-9138102 consent be amended to remove reference to traffic control measures required for Warehouse 3 under Mod 2, and instead reflect management of on-site vehicles and pedestrians from the additional car park as discussed above. • The Department concludes that the proposed access arrangements are suitable for the proposed modification and would ensure the use of the site in a safe and efficient manner. 	<p>Condition B3A is recommended to be modified to address pedestrian movements on site and remove references to Mod 2</p>
Visual	
<ul style="list-style-type: none"> • The proposed modification involves the introduction of new windows on the northern elevation of Warehouse 3 associated with the internal office area which may result in changes to the presentation of the warehouse to the estate road to the north. The inclusion of the dock office has resulted in minor design changes to the western elevation of the warehouse, which includes addition of a door for the office, and removal of a loading bay roller door. • The Modification Report included amended architectural drawings showing the new windows, which are consistent in size and set back behind the trunk drainage channel that will be vegetated and will provide some screening of the warehouse. • The Department considers the proposed windows are consistent with design with the existing warehouse and are necessary for office amenity. 	<p>No additional conditions recommended</p>

Findings and conclusions	Recommended conditions
<ul style="list-style-type: none"> The Department concludes the visual impact of the proposed windows and other design changes would be negligible. 	
Landscaping	
<ul style="list-style-type: none"> The proposed modification involves an amendment to the approved landscaping plan in order to facilitate the proposed relocated heavy vehicle access crossovers and the new light vehicle access crossover. The overall tree planting has been marginally reduced as a result of the additional crossover. The Modification Report included an amended landscape plan showing the relocated plantings and the proposed crossover locations. The Department notes that the proposed carpark does not provide landscaping in accordance with Section 4.2.3 (9) of the MRP DCP, which requires one planter bed per 10 car spaces within car parks. The Department considers that the intention of with Section 4.2.3 (9) of the MRP DCP is to reduce the heat island effects of hardstand areas. The Department notes that an existing 20m awning is located over a large portion of the proposed car park. Additionally, the proposed car park is located on an existing hardstand area. Therefore, the potential for heat island effects has not increased due to the proposed modification. It is also noted that the modified development maintains compliance with the canopy cover requirements of the MRP DCP. The Department concludes that landscaping within the site remains adequate and additional landscaping within the proposed car park is not required in this circumstance. 	No additional conditions recommended
Noise	
<ul style="list-style-type: none"> The proposed modification involves an emergency backup generator being located near the existing office of Warehouse 3 which may result in changes to operational noise emissions. The Modification Report included a Noise Memorandum which considered the use of the emergency backup generator would not form part of normal operations and has not been included in the realistic peak 15-minute operations and found that the proposed modification would comply with the consent limits for most receivers. A total of three receivers to the south-east 	No additional conditions recommended

Findings and conclusions	Recommended conditions
<p>would be impacted by the development, which is consistent with the noise assessment of SSD-9138102.</p> <ul style="list-style-type: none"> • The generator is proposed to undergo regular testing every six months for a period of no more than an hour at a time. • The Department notes that there are existing conditions that impose noise limits at nearby sensitive receivers and that the emergency backup generator would only be used in times of power outages and only for a limited period, so ongoing noise impacts from the addition of the emergency generator is unlikely. • The Department concludes the existing conditions, including the requirement for noise verification within three months of operation would appropriately mitigate and manage the potential for noise disturbances resulting from the development. 	
Air Quality	
<ul style="list-style-type: none"> • The proposed modification involves changes to internal vehicle movements and forklift movements for Warehouse 3, which may result in changes to operational air quality emissions, and also proposes to install a diesel generator for emergency back-up power. • The Modification Report included an Air Quality Memorandum which considered air quality impacts for developments utilising diesel generators for emergency back-up power. It found a single 800kW generator, as proposed, would be unlikely to result in cumulative concentrations significantly greater than the adopted criterion at the closest receptor. The memorandum recommended that the generator be installed with a stack to increase the height of emissions to a minimum of 3.7 metres and to conduct maintenance when wind direction is away from the closest sensitive receptors. • The Department considers the generator is likely to operate so infrequently that the likelihood of impacts occurring at a sensitive receptor is low. It is also considered that the changes to traffic generation are minor and would not result in a significant change to vehicle emissions from the site. • The Department notes that there are existing conditions that require all plant and equipment used on site is to be maintained and operated in a proper and efficient manner. 	<p>A new condition is recommended requiring compliance with the recommendations of the Air Quality Memorandum.</p>

Findings and conclusions	Recommended conditions
<ul style="list-style-type: none"> The Department concludes the existing conditions are appropriate for the management and mitigation of emissions. 	

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 facility
- the proposed modified development remains substantially the same as the approved development as it includes warehouse design changes to suit the intended tenant without significant increases in footprint, traffic generation or other environmental impacts
- although the increase of office space GFA and decrease of warehouse GFA result in significant changes to GFA allocation, the office component remains ancillary to the warehouse operation
- the proposed additional carpark provides suitable provisions for the additional workforce
- sufficient landscaping is still achieved, including compliance with the canopy cover requirements of the MRP DCP
- the additional traffic generation is considered to be negligible noting the surrounding road network is being upgraded to increase traffic capacity.

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:

- **considers** the findings and recommendations of this report
- **determines** that the application SSD-9138102-MOD-6 falls within the scope section 4.55(1A) of the EP&A Act
- **forms the opinion** under section 7.17(2)(c) of the Biodiversity Conservation Act 2016 that a BDAR is not required to be submitted with this application as the application will not increase the impact on biodiversity values on the site
- **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-6), subject to the conditions in the attached instrument of modification.
- signs the attached instrument of modification (**Appendix C**).

Recommended by:



Sam Burns

Environmental Assessment Officer
Industry Assessment

Recommended by:



David Schwebel

Senior Environmental Assessment Officer
Industry Assessments

8 Determination

The recommendation is **adopted** by:

A handwritten signature in black ink, appearing to read 'L. Blecher', written in a cursive style.

22 May 2025

Lindsey Blecher

Team Leader

Industry Assessments

Glossary

Abbreviation	Definition
Additional Information	<p>'Response to Request for Additional Information – Westlink Industry Park – Stage 1 Modification 6 – Warehouse 3 Customer Design Changes (SSD-9138102-Mod-6)' prepared by Ethos Urban, dated 28 April 2025</p> <p>'RE: Information Request (SSD-9138102-Mod-6)' prepared by Grace Macdonald, dated 9 May 2025</p>
Applicant	ESR Developments (Australia) Pty Ltd
BDAR	Biodiversity Development Assessment Report
CIV	Capital Investment Value
Council	Penrith City Council
Department	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPI	Environmental Planning Instrument
FRNSW	Fire and Rescue NSW
GFA	Gross Floor Area
LGA	Local Government Area
LEP	Local Environmental Plan
MRP	Mamre Road Precinct
MRP DCP	Mamre Road Precinct Development Control Plan
Minister	Minister for Planning and Public Spaces

Abbreviation	Definition
Planning Secretary	Secretary of the Department of Planning, Housing and Infrastructure
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
SEARs	Planning Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSD	State Significant Development
TfNSW	Transport for NSW
WSEA	Western Sydney Employment Area
WIP	Westlink Industrial Park

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 Industry Park - Stage 1 (Modification 6)’ prepared by Ethos Urban dated 7 May 2025 - <https://www.planningportal.nsw.gov.au/major-projects/projects/mod-6-warehouse-3-customer-design-changes>

Submissions and Advice

<https://www.planningportal.nsw.gov.au/major-projects/projects/mod-6-warehouse-3-customer-design-changes>

Additional Information Report

- ‘Response to Request for Additional Information – Westlink Industry Park – Stage 1 Modification 6 – Warehouse 3 Customer Design Changes (SSD-9138102-Mod-6)’ prepared by Ethos Urban dated 28 April 2025 - <https://www.planningportal.nsw.gov.au/major-projects/projects/mod-6-warehouse-3-customer-design-changes>
- ‘RE: Information Request (SSD-9138102-Mod-6)’ prepared by Grace Macdonald, dated 9 May 2025

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-6-warehouse-3-customer-design-changes>

Appendix C – Recommended Instrument of Modification

<https://www.planningportal.nsw.gov.au/major-projects/projects/mod-6-warehouse-3-customer-design-changes>